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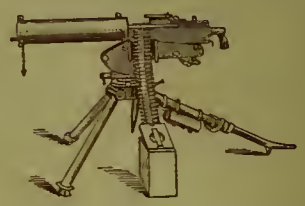

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EDITORIAL PAGE

STANDING at the threshold of the new year, San Francisco faces a twelvemonth filled with projects designed to carry this wonderful city far along the road of its good fortune.

That San Francisco has just completed one of the most successful and greatest years in a program of civic improvement is indicated by the annual reviews of the Board of Public Works, the office of City Engineer M. M. O'Shaughnessy, the Board of Education, the Playgrounds and the Park Commissions and the many other departments that contribute their share in the progress of this rapidly growing metropolis.

On February 1 the municipal government will take over 60,000 acres of Spring Valley properties, bought at a cost of $41,000,000, so that the Hetch Hetchy piping system will carry water through San Francisco's own land to the Spring Valley lakes. In acquiring the Spring Valley properties the company's 600 employees automatically will be welcomed as members of the city's official family.

One of the outstanding undertakings this year will be development of the city's boulevard system, including extension of Van Ness Avenue through to Howard Street, work on the latter having been scheduled to begin immediately. Completion of the Bay Shore Boulevard and the Great Highway are two of the major projects in view.

Construction of additional hospital facilities, with enlargement of Central Emergency Hospital to include a Health Center, and construction of new sewer systems are only a few of the year's contemplated achievements.

THE matter of a training ship, such as those in the seaports of the Atlantic Coast, frequently has been proposed for the Pacific Coast, to be located in San Francisco harbor, says a contributor to the MUNICIPAL EMPLOYEE.

With the impending scrapping and sale of the historic cutter Bear of Arctic Ocean fame, an appeal has been made to the Government to set aside the vessel, now tied up in the Oakland harbor.

It is argued that the Bear would be adaptable as a school ship. It is a staunch vessel, having been built to withstand the ice floes and buffeting of the Arctic Sea and it is equipped for navigation under sail or steam.

The sentimental interest attached to this fine old ship of mercy in having served many years in salvaging vessels and cargoes, in life-saving and in giving aid in emergencies arising in the uncharted and troubled waters of the far North, would seem to entitle the Bear being preserved for another benevolent purpose—the peaceful pursuit of training our future seamen of the Pacific.

DON'T kick. If somebody is prospering or getting along a little better than you are, let him prosper. Don't grunt and grumble; don't kick. Say a word for him. Look pleased and let it go at that. If you see your city is getting along nicely feel good about it; help things along. Shove a little and try to get some of the benefits yourself. Don't stand around like a bump on a log and waste your time feeling sore because someone had the "sand" to forge ahead. Do a little hustling yourself. No one ever gave himself a permanent raise by kicking someone else down. We are helped when we help our brothers. Be ready to give a kind word; give it liberally; it won't cost you a cent and you may want one yourself some day. But, don't kick.

IN the opinion of Dr. Uel W. Lamkin, president of the National Education Association, school teachers need no defense, be they "flappers" or not. "I plead for humanness of the school teacher," said Dr. Lamkin. "If some of them wanted to wear short skirts, use cosmetics, or do any other perfectly human, or at least feminine thing, it is their own business."

Nineteen Twenty-Nine

THIS newest step in Time's ascending stair, may it uplift us into clearer air; give us a broader vision and renew our faith in all things good and all things true.

It is impossible to overdraw on the Bank of Hope.

—Photo by Boye

CITY PURCHASER OF SUPPLIES LEONARD S. LEAVY

Colonel in charge of Municipal Division, 1929 Community Chest Drive. *(See story on Page 29)*

Captain Quinn Wins Promotion

THREE Chiefs of Police within two weeks was San Francisco's novel experience with the close of 1928.

Chief of Police Daniel J. O'Brien, because of continued illness and on the advice of his physicians, has been retired on half pay by the Police Commission, sitting as the Pension and Retiring Board. Chief O'Brien has been in office eight years and was considered one of the most efficient chiefs of police in the United States.

Temporarily succeeding Chief O'Brien for the remainder of the year was Detective Sergeant Thomas P. Walsh, warm personal friend of Mayor Rolph and since 1912 assigned to duty in the Mayor's office.

At the time of accepting Chief O'Brien's retirement from the Police Department and naming Detective Sergeant Walsh as chief, the Police Commission announced the selection of Captain William J. Quinn, former chief clerk to Chief O'Brien, as the latter's successor.

Chief O'Brien was born in San Francisco August 8, 1875, and was appointed to the Police Department December 31, 1908. He was promoted to corporal June 1, 1911, and made a sergeant August 24, 1914. On October 2, 1916, he was promoted to lieutenant, and on the same date was made chief clerk in the office of Chief of Police. On December 1, 1920, he was appointed Chief of Police, having succeeded David A. White. He was made a captain February 8, 1924. Chief O'Brien had slightly more than three years yet to serve under his last appointment on February 6, 1928, for a four-year term.

The new Chief, Captain Quinn, was born in San Francisco April 23, 1883, and was appointed to the Police Department November 20, 1906. He was promoted to corporal August 1, 1923, the rank he still holds under Civil Service. He was appointed a detective sergeant August 23, 1917, and on December 2, 1920, was made chief clerk under Chief O'Brien. On the same date he was made a brevet captain of police, with the pay of captain.

Sergeant Walsh, who is one of the best known and most popular policemen in San Francisco, is 67 years old. He is one of the "old guard" and ranks ninth in point of service.

The retired Chief, O'Brien, had been ill for two years. A year ago he apparently had recovered his health and was reappointed for another four-year term. Several months ago he suffered another breakdown, aggravated by a fall, and recently was granted an indefinite leave of absence.

As the new year was rung in, the city's new Chief of Police, William J. Quinn, received his badge of office—a gold star—from Mayor Rolph and Commissioner Andrew F. Mahoney of the Police Commission. Captain Michael Riordan is the newly appointed chief clerk to Chief Quinn.

Captain Reardon joined the Police Department on March 31, 1913, having stood fifth on a civil service examination list. His advance has been one of the most remarkable in the Department. Captain Reardon is a member of the San Francisco Bar.

San Francisco's Police Department is recognized as one of the most efficiently managed in the United States. THE MUNICIPAL EMPLOYEE congratulates the members of the Police Commission in promoting those splendid officers who, through years of noteworthy service, merited promotion.

EX-CHIEF DANIEL J. O'BRIEN

—Photos by Courtesy *The Chronicle*

Upper—Police Chief William J. Quinn
Lower—Police Chief Thomas P. Walsh

—Police Dept. Photo

CAPTAIN MICHAEL REARDON

Two Faithful Public Servants

INTENSELY interesting to San Francisco's big official family came the news that, at the close of the year, two of its most faithful, outstanding members were making history in railroad circles; the one, William Sproule, having completed the final chapter in the book of his business life; the other, Paul Shoup, having opened the most momentous chapter of his life. With arrival of the new year, Mr. Sproule resigned as president of the Southern Pacific Company, and was succeeded by Mr Shoup, who had been the company's executive vice-president.

WILLIAM SPROULE

Mr. Sproule is a member of the San Francisco Park Commission, one of the trustees of the M. H. de Young Memorial Museum and the California Palace of the Legion of Honor. He was appointed to the Park Commission in 1921 and to the Memorial Museum and Palace of the Legion of Honor trusteeship in 1925. Mr. Shoup was appointed a trustee of the California Palace of the Legion of Honor in 1925.

Mr. Sproule entered service of the Southern Pacific Company as a freight clerk in 1882. Within five years he was appointed assistant general freight agent at San Francisco, and then was known as the youngest official in the service. In 1897 he was made general freight agent, and a year later was promoted to general traffic manager. In that capacity he served until 1906, when he became associated with the American Smelting and Refining Company and its affiliated interests as traffic manager, director and member of the company's executive committee in New York.

In 1910 Mr. Sproule was called to the presidency of Wells Fargo & Company, but resigned the following year to become a director and president of the Southern Pacific Company, having held that office without interruption, except for a year and a half, when he acted as District Director in the war period.

During the early days of the war he was chairman of the Western Department of the Railroad War Board. From July 1, 1918, to January 1, 1920, he was District Director for the central western region of the United States Railroad Administration.

Mr. Sproule has played at golf, but he prefers the stimulant of walking as the exercise that has kept him, with slight exception, in excellent physical trim. He has served in numerous public capacities, is now a Class "C" director of the Federal Reserve Bank of the Twelfth Federal Reserve District, and is a supporter of the San Francisco Symphony Orchestra. He has served as president of the Bohemian Club and later as president of the Pacific Union Club, both leading organizations in the male life of San Francisco.

Among the men who have made ways to commanding positions in the realms of business and transportation, none is more outstanding than Mr. Shoup.

PAUL SHOUP

Born in 1874 at San Bernardino, Mr. Shoup received his education in the public schools and the university of experience. From the start of his business career he has been associated with railroads, having joined the mechanical forces of the Santa Fe in his seventeenth year, after a short but successful experience as a newspaper reporter.

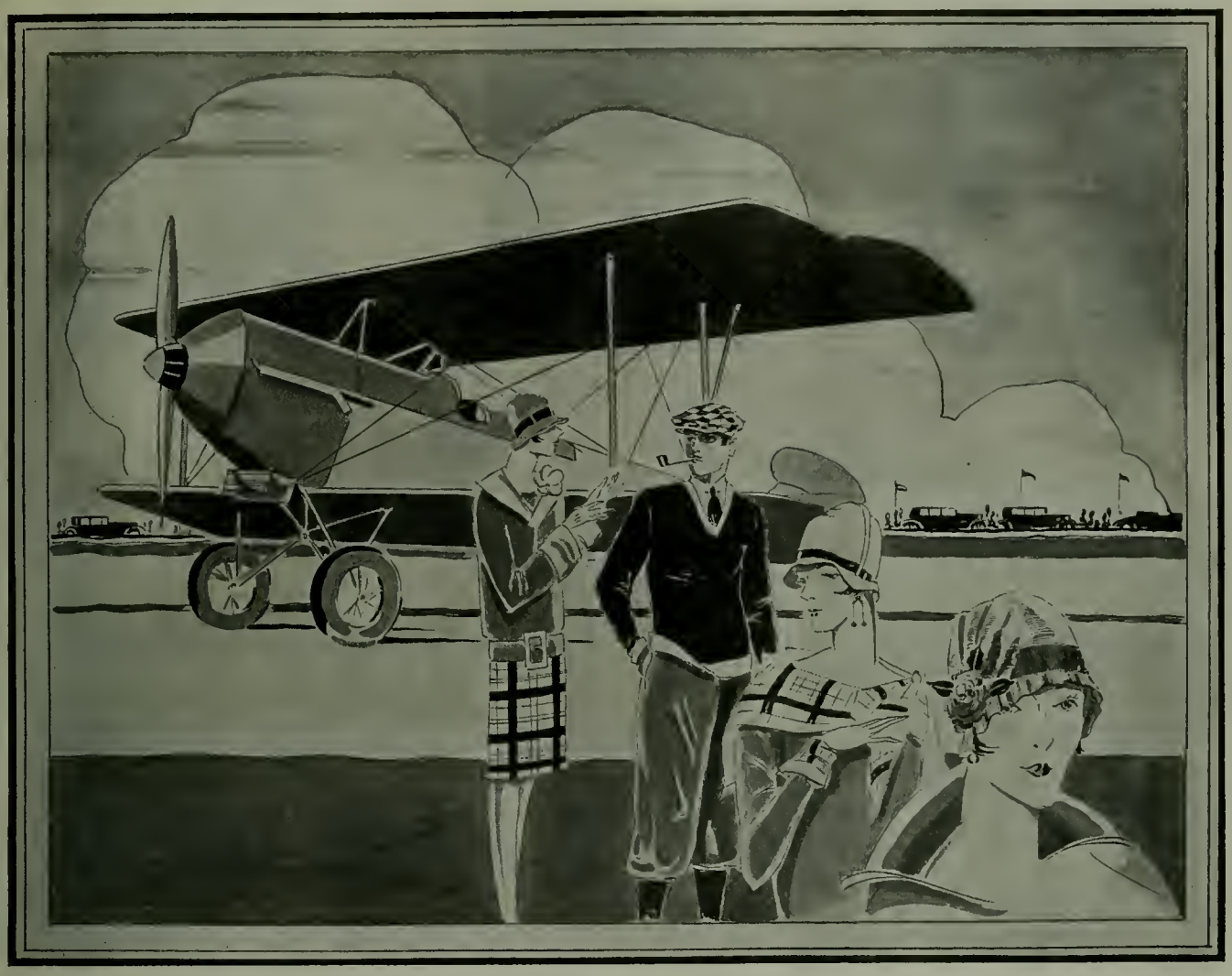
AT 18, Mr. Shoup entered the employ of the Southern Pacific Company, manifesting such a capacity for railroad work that, within nine years, he climbed by successive stages from ticket clerk to district freight and passenger agent at San Jose. Popular, because of approachability and friendliness, and valued for his mastery of men and conditions, Mr. Shoup's steady advance continued.

In 1905 Mr. Shoup, then thirty-one years of age, was appointed assistant general freight agent at Portland, and it was then that he undoubtedly gained a large part of his foundational knowledge of conditions in Oregon and the Northwest. However, he was recalled to San Francisco in April, 1906, when the disaster here necessitated rearrangement of railroad officials to meet reconstruction problems.

In 1910, Mr. Shoup was appointed assistant general manager of the Southern Pacific Company. Two years later he became president of the Pacific Electric Company, at the same time retaining charge of the Southern Pacific's electric lines in Fresno, Stockton, San Jose and Oakland.

Mr. Shoup wields an able pen, so able, in fact, that the only temptation to depart from his chosen career came when there opened to him the prospect of a brilliant future as journalist and short story writer. In his early work for the Southern Pacific in San Francisco, Mr. Shoup found scope for this talent. He helped create "Sunset Magazine," a railroad house organ so

(Turn to Page 27)



San Francisco's Wings are Growing

Illustrated by Thomas G. Jacques

REFLECTING the unprecedented progress of commercial aviation during 1928 the annual business report of San Francisco's municipal airport at Mills Field, covering the last twelve months, shows 19,457 flights, with 33,545 passengers in aircraft of all types, traveling to and from all parts of the United States.

In the eight previous months since the airport opened in May, 1927, there were 2895 flights and 4560 passengers, making a total of 22,352 flights and 38,105 passengers. For the same months in 1928 there was a business increase of approximately 600 per cent.

The airport's annual business report was filed at the end of the year with the Board of Supervisors by Supervisor Milo F. Kent, chairman of the city's airport committee, and was compiled by Superintendent Frank A. Flynn of Mills Field.

The monthly tabulation follows:

	Flights	Passengers
January	918	1,162
February	1,156	1,704
March	1,168	1,652
April	1,940	3,272
May	1,271	2,114
June	1,298	2,203
July	1,906	3,709
August	1,931	3,763
September	2,006	3,941
October	2,189	4,023
November	1,923	3,112
December	1,751	2,890
Total	19,457	33,545

THE report shows that during 1928 four major air transport lines, operating daily schedules along the Pacific Coast, with connections for Eastern points, leased terminal space at Mills Field, as did six flying schools, four airplane agencies and five oil companies.

The 1928 important Mills Field happenings listed included several visits by Colonel Charles Lindbergh, who uses the airport as his Western headquarters; the Western Aircraft Show, arrival of the Ford reliability tour, San Francisco-Los Angeles air race, a celebration that honored the Wright Brothers on the twenty-fifth anniversary of their first successful flight, and completion of two new hangars and a drainage system.

It was estimated that approximately 750,000 persons visited "America's Greatest Airport" during the year just closed.

KATE O'CONNOR

KATHERYENE EISENHART
—Photo by Bushnell

KATHLYN SULLIVAN

Guardians of a City's Morals

MORE than fifteen years ago, as an experiment three women were enrolled as members of the San Francisco Police Department. They were assigned to the Detective Bureau.

Officially they were designated as Women Protective Officers. Since then they have come to be known, politely, as "policewomen."

The appointments were made during the early years of the feminist movement when women, save those of the lurid night life, seldom came in contact with the criminal law machinery—before women voted and sat on juries.

From the start the Women Protective Officers proved a success. They now occupy offices on the fourth floor of the Hall of Justice.

The volume of work they do and the kind may be judged by the throngs of men, women and children who daily come and go from their offices.

Two of those women—Mrs. Kate O'Connor and Mrs. Katheryene Eisenhart—have held their positions since the bureau was established. The third, Mrs. Kathlyn Sullivan, has been there nearly as long. She was appointed to succeed the late Miss Margaret Higgins.

The work of a policewoman is tedious, exacting and, at times, extremely dangerous. It requires more courage and physical endurance than often is possessed by women.

A policewoman must be prepared to go any place her services may be required. It is not unusual for her to be called upon to pay a visit to a disreputable place—a low-down dive—long past midnight, perhaps, to rescue an unfortunate girl lured from home by a young ruffian.

Policewomen, of course, are afforded the protection of uniformed policemen, especially when trouble is anticipated.

Trouble comes unexpectedly in the life of a policewoman. The three women protective officers frequently have been seriously injured in physical encounters.

There is plenty of excitement in a policewoman's life!

Mrs. O'Connor was detailed many nights to sit for hours in a darkened automobile parked on a lonely road, where "petting party" bandits were making invasions. She was protected by two policemen; one in the front seat in plain clothes, the other in uniform in the rear seat, each with a revolver ready for use. The officers caught their man after an exciting experience.

ONE of the interesting trials of the policewomen was the case of the Countess. An actual Countess, mind you. She disappeared from the South Sea Islands, while on the way to her home in Holland. She debarked from a boat in San Francisco and dropped from sight. An entire foreign consular service was frantic in its search for the visitor.

Mrs. Eisenhart discovered and restored the Countess to her friends.

Can you imagine where Mrs. Eisenhart discovered the Countess? Working as a domestic in the home of one of San Francisco's well-to-do families. The Countess was on her knees scrubbing a floor when Mrs. Eisenhart obtained from her an admission as to her identity. And that, in the presence of the astonished mistress of the home.

It remained for Mrs. Sullivan to hear a sixteen-year-old girl pour out the revolting story of how the girl shot to death her mother after the mother forbade her to go to a dance. That was the tragic story of Dorothy Ellingson, now a convict in San Quentin prison. No one heard that story until Mrs. Sullivan broke through, finally, the details of the jazz-crazed girl.

It is a jolly life, that of being a policewoman, if your heart isn't inclined to beat too fast.

The important part of a policewoman's work is humdrum, more or less. Her duties are occupied in finding missing and delinquent girls, to restore them to their homes and friends; to bring to the bar of justice men and, ofttimes, women, who have contributed to the delinquency of juveniles; patching up domestic discord between husband and wife, parents and children, and boy and girl sweethearts.

There are in San Francisco, many women, contented and happy, with homes and children, women who can thank the women protective officers for rescue work at a time when the purported delinquents were advancing toward a ruinous life.

Policewomen are under Civil Service. Their rank and salary are equivalent to that of the uniformed policeman one meets on the street. The policewomen are entitled to pension in case they are obliged to retire on account of injury received in line of duty, or when they have served the requisite number of years.

(Turn to Page 22)

Board of Public Works

WITH the close of 1928 the Board of Public Works issued a resumé of major activities carried on during one of the most successful years in the history of that department.

The statement of the Board's activities follows:

Sunset Tunnel completed February 4, 1928.

The "N" line of the Municipal Railway started operation on Sunday, October 21, 1928, with daily average receipts of $1100.

The Mission Everett Junior High School completed and opened for the August term.

Many hundreds of street signs were installed.

Additional traffic buttons and markers were installed.

Expended approximately $750,000 for the reconstruction of streets.

Expended in the repairs and cleaning of streets, $1,000,000.

Expended for the repairs of school and public buildings approximately $1,000,000.

Some of the larger contracts awarded during the year were:

School buildings:	
Edward Robeson Taylor School	$ 105,000
Jefferson School addition	84,000
Balboa Elementary School	115,000
South Side (Balboa) Junior High School, second unit	344,000
Polytechnic High School addition	40,000
Harrison Street School warehouse	69,000
Marina Elementary School	175,000
Police Stations:	
Sunset-Parkside Station	70,000
Highways, boulevards, sewers, etc.:	
Ocean Beach Esplanade	330,000
Bay Shore Boulevard, Section A	224,000
Bay Shore Boulevard, Section B	140,000
Bay Shore Boulevard, Section D	213,000
Alemany Boulevard, Section B	107,000
Alemany Boulevard, Section D-1	50,000
Alemany Boulevard, Section E	66,000
Storm Drains, Bay Shore and Alemany boulevards	60,000
Great Highway, Lincoln Way to Sloat Boulevard	131,000
Kezar Stadium roadway	55,000
Laguna Honda sewer	49,000
Laguna Honda Boulevard	103,000
Municipal Airport runways	42,000
Glen Park Terraces	33,000
Grand View Avenue	28,000
Fillmore Street main sewer, Tenth Street section	49,000
Wawona Street sewer	25,000
Quintara Street sewer	21,000
Bernal Cut	505,000
Building permits issued	38,000,000

In addition to the above the Board awarded contracts for the improvement of hundreds of blocks of street work, particularly in the Sunset and Potrero districts.

The personnel of the Board of Public Works is: Timothy A. Reardon, President. He has served continuously for the past sixteen years. Colonel Charles E. Stanton, a member of the Board since 1921, and the junior commissioner, Frederick W. Meyer. The secretary is Sidney J. Hester, who succeeded Sheriff W. J. Fitzgerald.

The Board takes this opportuinty to express its appreciation to the various chiefs of departments who are largely responsible for the successful administration of the Board of Public Works.

M. M. O'Shaughnessy, City Engineer, the "Daddy of them all."

N. A. Eckert, Assistant City Engineer, in charge of the Hetch Hetchy project.

C. E. Healy, Assistant City Engineer, in charge of boulevards, streets and sewers.

P. W. King, Superintendent of Street Repair, in charge of reconstruction and repairs to streets.

Joseph C. Linehan, Superintendent of Sewers, in charge of repairs and reconstruction of sewers.

Peter J. Owen, Superintendent of Street Cleaning, in charge of cleaning and washing streets.

(Turn to Page 24)

The new Portola Junior High School, a 1928 Board of Works accomplishment

—Photo by Chaffee

M. M. O'SHAUGHNESSY

The Engineering Department

CITY ENGINEER M. M. O'Shaughnessy has transmitted to the Board of Public Works his annual report on the activities of the Bureau of Engineering for the year ended June 30, 1928. A series of maps and photographs illustrate the progress of the work under way. Following is a brief résumé of the report:

Carrying out of the boulevard program authorized under the recent elections was begun with substantial construction progress on Bay Shore and Alemany boulevards and the Ocean Beach Esplanade. Bids on the construction of the Great Highway had been called for, and specifications for the other improvements authorized were prepared simultaneously with the acquisition of necessary rights of way. Bernal Cut construction awaited only an exchange of lands with the Southern Pacific Company.

County Roads Fund provided money for the completion of Market Street extension from Mono Street to Ord Street, of Roosevelt Way from Fourteenth and Alpine streets to Seventeenth and Clayton streets, of Grand View Avenue, and for the widening of San Jose Avenue.

The widening of Noriega Street to ninety-four feet from Twenty-first to Forty-eighth avenues was accomplished by the coöperation of the property owners.

Total street and sewer contracts were completed during the year of an aggregate value of $3,162,404.

The Municipal Airport, Mills Field, was improved by the construction of hangar No. 2, a comfort station, and a concrete apron, 100 feet in width, over the entire front of both hangars.

An important extension to the high pressure fire protection system was made—the construction of a twelve-inch main from Harrison Street and Twenty-fifth Street to the densely industrialized section of the Butchertown district.

The greatest development of concrete sewers during the year was in the Sunset district—the westerly Sunset district main being completed, and sections of the central Sunset district, the Wawona Street and Laguna Honda Boulevard sewers being under construction. In addition, a section of the Fillmore Street sewer outlet on Tenth Street from Harrison to Division Street, and an extension of the Guttenberg Street sewer were under way.

A chapter on street railways gives the steps taken toward acquisition of the privately owned system and provision for a unified transportation system. Failure of the people to pass a bond issue and consequent lack of funds prevented construction of desired extensions to the municipal system with the exception of the Sunset line, funds for which were available from the old Depreciation Fund.

Excellent conditions exist in the city's great Hetch Hetchy project. Gratifying progress was recorded in the construction of the Foothill Division tunnel and the Coast Range shafts of the aqueduct. In the Foothill Division, tunnel driving was carried forward in ten headings and 32,659 feet of tunnel driven, making a total to June 30 of 80,606 feet, or 96 per cent of the total tunnel length in the division. Preparations were practically complete for placing the concrete lining of the tunnel. In the Coast Range division, work was carried on in five shafts, four of which were completed to tunnel grade so that tunnel driving would commence shortly.

Operation of the Moccasin power plant was prosecuted continuously and satisfactorily, the power output of the year being over 526,000,000 kilowatt hours. With the 19,000,000 kilowatt hours developed at Early Intake plant, the power output, due to a contract for distribution by the Pacific Gas and Electric Company, netted the city $1,994,766.50. The aggregate net income of the power plants for the entire period since commencing operation August 21, 1925, was over $5,500,000.

A definite policy for completion and future operation of a combined water supply and distributing system was made possible by the favorable vote of the people on the two bond issues, one for $24,000,000 for completion of the Hetch Hetchy aqueduct, and the other for $41,000,000 for acquisition of the Spring Valley Water Company's properties, which will become the property of the city on February 1, 1929.

The City's Playgrounds

By VEDA BERESFORD YOUNG, *Secretary, Playground Commission*

THE year nineteen hundred twenty-eight always will be remembered in the annals of the San Francisco Playground Department, because of many achievements.

The outstanding accomplishment was the increasing of all facilities, not only in the administrative office, but the physical properties at the playgrounds, to provide maximum recreational opportunities for the greatest number of San Franciscans. The Music, Statistical and Community Center Departments were added and are now flourishing.

The Department of Construction and Maintenance was exceptionally busy. Every playground was thoroughly improved. Field houses over the entire department were painted throughout. Lawns, shrubbery and plantings were placed in first-class condition. Eleven new asphalt courts were constructed and completely fenced. Especial rehabilitation work was done at Excelsior, Funston, Hamilton, North Beach, Jackson, Richmond, Southside, Spring Valley, Margaret S. Hayward, Mission and Presidio Heights Playgrounds.

A 333-foot storm sewer, having a three-foot nine-inch diameter, was laid at Glen Park Playground. Here also, a 15,000 cubic-foot fill was made, providing a regulation turf baseball field.

A new and enlarged backstop was erected at James Rolph, Jr. Playground.

Additional apparatus for children was installed on many of the grounds. Numerous retaining walls were erected.

Several new playgrounds and schoolyards were added. They are all supervised, and are as follows: Ocean View, West Portal, Douglass, Portola, Alvarado, Andrew Jackson, Francis Scott Key, Guadalupe, John Muir, Laguna Honda and Longfellow. The playground at the detention home is also supervised by a trained recreation director.

The Commission is purchasing additional land for playgrounds at Potrero Hill, St. Mary's Park, Ocean View and Balboa Terraces.

A school lot on Eighteenth Avenue, between Clement and California streets recently has been converted into an indoor baseball field for the boys of the district. The Michaelangelo School site on Greenwich Street between Jones and Leavenworth streets, is now undergoing a complete change. The building is being thoroughly renovated to provide for community center work, while the yard will be improved and devoted to little children's activities.

(Turn to Page 26)

Upper, left—Caterpillar grading ground at Ocean View Playground. Upper, right—Area filled, graded and turfed for baseball field at Glen Park Playground. Lower, left—Where a quarry site was converted into the Douglass Playground. Lower, right—West Portal Playground, over portals of Twin Peaks tunnel. West Portal School in the background. —Photos by Chaffee

Of Interest to Women

By ANITA DAY HUBBARD

I SUPPOSE that by the time you have read this your New Year's resolutions will all have been comfortably broken, your greeting cards either in the scrap basket, or if you are more orderly, neatly filed against next year's needs, and the Christmas tree, shorn of its glory, dumped into the back yard, with only a stray thread of tinsel to console itself.

ANITA DAY HUBBARD
—Photo by Fisher

Nineteen hundred and twenty-nine is under way. What it will bring besides the regulation quota of seasonal excitements, is only known to the Fates. Whether the millennium will arrive in the next twelve months is somewhat in question. However, it is quite possible that San Francisco will continue in its march toward a place in the sun, and that all of us, loyal children that we are, will benefit thereby.

That 1928 was a great year for the West is not to be denied. In athletic prowess, what with the U. C. crew winning the Olympic races against an international slate, with the football teams of California colleges walking off with the honors of the national season, and with Stanford sending a President to Washington, D. C., the West has had quite a year. The crowning glory was certainly the greatest event in the history of American music, when "America," Ernest Bloch's Epic Rhapsody, was played at the Civic Auditorium, at the same time that it was performed by almost every important symphony orchestra in the country, with the composer, director of our own San Francisco Conservatory of Music, present here to receive the acclaim of his fellow citizens.

If ever there was a more heartening sight to the ardent San Franciscan than the packed tiers of the auditorium rising as if by sheer emotional uplift to the noble anthem "America, America, thy name is in my heart," this scribe has never seen it.

December 20 will go down in history as one of the great days in musical history, and as the date of the re-dedication of San Francisco to her cultural career. Please pardon the lyric ravings. Really, even an old-time journalist wasn't proof against the situation.

But after all, that was last year. This year is before us, with good Maestro Hertz preparing a proper feast for the music lovers, and the summer symphony season only just around the corner.

Art, that is the art of the painter, is also well represented in the January calendar. A very novel exhibit is on the walls of the Beaux Arts gallery, beginning January 7. A splendid collection of copies of the detail of the frescoes of the Ajanta Caves in India, the drawings made by F. H. Das. Kenneth Saunders will lecture on the exhibit on the evening of January 15, with slides on the magic lantern for further illumination. Mrs. Beatrice Judd Ryan is still mentor of the gallery, and promises a number of charming showings for the year.

THE East-West gallery, that very noble experiment of Estelle Taylor and the Western Women's Club, is still burgeoning along, and from January 1 to 22, Allan Clark's sculptures of wood, bronze and silver, some of them decorated with Chinese lacquer, will be on view. Clark was sent out with the research expedition of the Fogg Gallery of Harvard University, to Turkestan, Siam and Indo-China, in his capacity as artist. The exhibit recently was shown in New York.

An exhibit of local gathering, of Chinese paintings medieval and modern, assembled by Katherine M. Ball, and shown in the East-West gallery from January 8 to 20, will have the additional interest of lectures given by the doyen herself. Miss Ball is author of "Decorative Motive in Oriental Art," and her talk will have the value of real authority.

Incidentally, the Blanding Sloan Puppet Shows at the quaint little theatre at 718 Montgomery will present "Emperor Jones" on Thursday, Friday and Saturday nights, at 8:30, after January 10.

This is a sort of zero hour for clothes, though the wise shopper, always supposing she has any money left after the Christmas shopping orgy, will take advantage of the after-holiday sales to restock her wardrobe against the late season demands. Just a hint at buying last season's vintage to advantage. Beware of short skirts! Long ones are on the way, except in the extreme sport modes. Don't be lured too swiftly to the gay prints, unless you have a string bean figure. Beige is always safe, as are the soft dark colors, made simply without too much trimming. No one knows exactly what the spring will bring forth as its favorite color, as brown and blue came barging in last year. Red is too popular now to be so very long. If you like it, wear it now, for tomorrow may be too late. White for evening holds its own, and the creamy "off" tones are vastly becoming.

For evening wraps, one sees Spanish shawls everywhere. It is a wise fair one who takes a heavy scarf or shawl with her fur coat to an evening's shindig, for our forefathers built without regard to draftiness, and some of our best old homes are mere invitations to a sneeze, if one hasn't a scarf to shelter one's shoulders against the blast. Besides the possibilities of grace and allurement in a fringed shawl are not to be trifled with. But for the love of the ghosts of the early Spaniards, who may be hovering about, don't "go Spanish" unless you look a little that way to begin. A night or so ago, at one of our best hotels, a gay party of young people were dining and dancing. One of the young women, blonde, pasty and wearing horn-rimmed glasses on her size forty nose, was dressed from head to foot in an exaggerated almost

(Turn to Page 21)

Parks and Museums

By W. M. Strother

IN LOOKING back, at the beginning of the new year, at the events of the past twelve-month, a number of important projects under the supervision of the Park Commission and affecting the parks, stand out noticeably. One of these is the increase in the size of Kezar Stadium from 22,600 seating capacity to 60,000. This has given the City one of the finest stadiums anywhere and has made possible the handling with greater comfort of the crowds at such games as the Army-Navy, the Lowell-Polytechnic, and the East-West.

In connection with this work it has been necessary to change one of Golden Gate Park's most famous show places, Rhododendron Dell. Many of these wonderful shrubs have been replaced alongside Kezar Stadium, but others have been relocated—one fine group on the point between South Drive and the Waller and Haight street entrances to the Park; and another opposite the Garden of Shakespeare's Flowers near the Academy of Sciences.

The South Drive itself, from the Waller and Stanyan street entrance to the Park to the Third Avenue and Lincoln Way entrance, has been widened and paved, making a direct route from the down-town section of the City to the Sunset District.

Between the South Drive, Lincoln Way, and the drive from Arguello Boulevard a new practice field for the high school boys has been provided.

Rhododendron Dell, Golden Gate Park

Another great project in co-operation between the Park Commission and the Board of Public Works is the Beach Esplanade and the Great Highway development for the three miles from the Cliff House to the Herbert Fleishhacker Playfield and Sloat Boulevard. New artificial rocks and cypress plantings have been placed just below Sutro Heights and opposite the Cliff House. The esplanade is being extended all the distance to Lincoln Way alongside Golden Gate Park. Beyond this the Great Highway will be 320 feet wide. It will consist on the land side first of a service drive fifty-five feet wide; then a terraced lawn seventy feet in width, extending up to a level eight feet above the service drive; alongside this, at the higher level will be a twenty-foot bridle path, followed by a ten-foot wide strip of lawn; after this will come a one-way drive fifty feet in width, followed by a twenty-five foot parking strip; after that another fifty-foot one-way drive, then twenty feet of lawn, and lastly a walk twenty feet wide. Park Superintendent John McLaren declares that when the work is finished, as it will be in a few weeks, this will make one of the finest and most scenic boulevards in the world.

Another Park Commission project has been the extension of the sea wall at Yacht Harbor and the

(Turn to Page 28)

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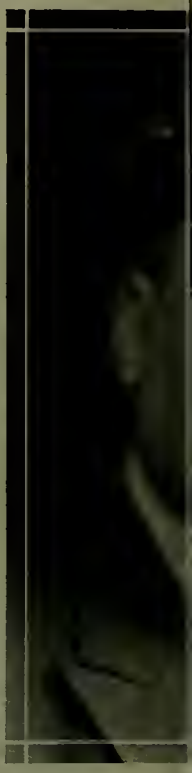
KNOWN as one of the most progressive cities in the United States, San Francisco took another step forward when the Board of Supervisors recently authorized construction of Bernal Cut, a civic improvement that, when completed, will have cost $1,400,000.

The cut will be 4200 feet long, having a width of 117 feet, six inches on the bottom, and an average width of approximately 160 feet on the top. It will have a six-foot walk on either side on the top, and an eight-foot walk, forty-two-foot vehicular roadway, a right of way for double tracks for the Municipal Railway and a right of way for double tracks for the Southern Pacific Company, with walls on either side at the bottom, five feet in height.



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The plans for the Tiffany Avenue Extension to the Bernal Cut, now before the City Engineer's Office, will permit through traffic from Market Street out Valencia to the Cut, independent of Mission Street.

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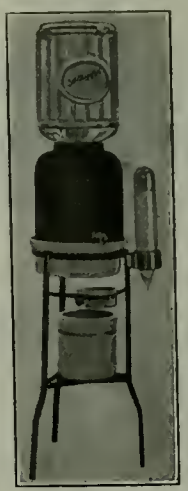

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Educational Activities

By A. J. Cloud, *Chief Deputy Superintendent of Schools*

THIS is a review of the year just closed in the San Francisco schools.

In the proper and efficient development of a system of schools, as well as of other important enterprises, a definite program of progress must be laid out years in advance. It is important that such a program, once conceived, be well understood by those in control and be followed as closely and as rapidly as conditions will permit. We have endeavored to formulate and carry out such a program in San Francisco. Some of its more important features are:

A. J. CLOUD
—Photo by Boye

(a) The Building Program:

The building program is the most important feature of a program of progress in relation to the physical plant, as it is evident that good school work cannot be had without adequate housing and suitable equipment.

(b) School Organization:

Better arrangement of the divisions of the school organization is a second essential element in the program of progress. Until 1925, the plan of school organization in San Francisco was what is known as the 8-4 plan; that is, eight years of elementary school and four years of high school. The present plan is to reorganize the school system on the 6-3-3 plan; that is, six years of elementary school, three years of Junior High school, and three years of Senior High school. The new elementary school buildings are being planned in accordance with that policy. Already seven Junior High schools are in operation; and the new organization is being introduced as rapidly as the building program can be carried into effect.

(c) Other Main Points:

Besides the two outstanding features above noted, the main points involved in our general program of progress may be outlined thus:

(1) Modernization of school facilities, and general improvement of the school plant.

(2) Closer coördination and unification of all departments within the school system.

(3) Increased coöperation with all agencies which have as their object the elevation of the life of the city.

(4) Better adaptation of courses of study to individual and social needs.

(5) Improvement in methods and standards of supervision and instruction.

(6) Increased attention to means, through which the public may be informed and advised accurately and fully as to the activities, conditions, and needs of the schools.

(7) Extension of opportunities for adult education with special emphasis on courses in citizenship.

(8) Extension of opportunities for the training of teachers, both in the period of preparation and during the period of professional service.

(9) Establishment of closer contacts with the home through the encouragement of home and school associations.

This outline of our general program of progress may serve to give at least a broad idea of the plans, which have been formulated and are under way, in large degree, in the development of the school system of San Francisco.

Some Evidences of Progress

The school year 1927-28, witnessed the continuance of that steady forward movement on the part of the San Francisco Public Schools, which has been under way for several years past. Some of the evidences of this movement during the year just past are:

(a) Nine new buildings and additions occupied, and contracts awarded for three others.

(b) Half-day classes virtually eliminated.

(c) Eight additional classes organized for physically handicapped children.

(d) Ten new corrective centers—for correction of physical defects—created, and apparatus supplied.

(e) High school courses of study made ready for publication.

(f) Tentative tenth-year courses of study ("terminal courses") prepared for needs of special types of students in Junior High schools.

(Turn to Page 25)

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Municipal Railway Breaks Record for Holiday Receipts

A new record of total receipts by the Municipal Railway for any one week in the fifteen years the lines have been in operation was established in the seven days ending Saturday, December 22. The receipts for the week totaled $74,965.09. The largest receipts for any previous seven-day period were those of one week in September, 1917, during the strike on the Market Street Railway, when the total was a little more than $70,000.

Though traffic in general has shown a satisfactory increase, Chief Clerk William S. Scott of the Municipal Railway explained that the new record is partly due to the income from the new N line, in operation since October 21, averaging about $1100 a day.

By days the receipts of the Municipal Railway for the week were: Sunday, $5721.15; Monday, $11,376.75; Tuesday, $11,566.70; Wednesday, $11,574.35; Thursday, $11,406.30; Friday, $11,852.69; Saturday, $11,467.15.

City Treasurer Honored

City Treasurer John H. Thieler has been named a member of the committee on arrangements for the convention of the National Association of State Auditors, Treasurers and Controllers, to meet in San Francisco September 17 to 21. Word of his appointment came to Mr. Thieler from W. S. Johnson, State Treasurer of Virginia, and S. H. Blan, Alabama State Auditor. It will be the association's first convention in San Francisco.

"In first-class condition, with no repairs necessary," was the report recently made by City Engineer M. M. O'Shaughnessy, after an inspection of the upper nine miles of the Hetch Hetchy tunnel from Early Intake diversion dam to Adit 8-9. The inspection was made personally by Engineer O'Shaughnessy and his assistants, Engineers L. T. McAfee and L. W. Stocker. It was the first inspection of the tunnel since the Moccasin Creek power plant went into operation in August, 1925, water flowing through the long bore at full load for approximately 1215 days.

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Of Interest to Women

(Continued from Page 14)

fancy dress costume of red and black lace, with even a high comb to complete the aesthetic outrage. I thought I heard sobbing in a Spanish accent from behind one of the big pillars, but maybe it was only the head waiter speaking harshly to a bus boy.

Don't be afraid to be daring, but don't mix your nationalities, if you want to be striking. Too many folks express their suppressed desires in the evening clothes they select. This is only a word of warning. Wait until Mardi Gras, and then do your darndest, in a fancy dress costume.

But that's enough of a lecture for January. I'll give you the next installment in February, if you're not too bored to read it.

At any rate, au revoir till then.

FEEDING THE HUSBAND

By Martha Adams
The Best Foods Home Economics Service

FAMOUS psychologists have predicted an unhappy ending for every marriage in which the wife aims to change her husband's ways. The bride of today, with the wisdom which is the heritage of the modern Eve, knows that she cannot force down an unwilling throat dishes prepared according to her idea of what is healthful. She represses her horror when the new husband clamors for quantities of meat and spicy foods, which she knows slow down vitality, clog the system and make for disaster. She adheres as closely as her dietetic wisdom permits to the type of foods he really enjoys, but she balances them with those she knows he requires.

Ham and eggs, steaks and chops, baked beans and pie have ever been thought of as the staple diet of the American man. But the wise wife knows that salads, prepared with a definite understanding that men like hearty foods and ample quantities, will be accepted without protest, to put in their life-saving work, unnoticed. But cunning and seasoning must be employed to make them appeal. If you can inject real flavor into your salads, a husband, new or old, will proclaim you a cook without a peer.

Most men can be made enthusiastic over fish if made flavorful with spicy Best Foods Relish Spred and many a health-giving salad can be given the zest and snap that makes it popular by the addition of this real man's dressing. Or try serving a substantial salad like the following, which always brings masculine plates back to the salad bowl for a second helping.

Best Foods Ham Salad

Combine three-quarters of a cup of diced ham, a quarter of a cup of diced celery and a quarter of a cup of diced cold potatoes. To these add a quarter of a cup of crunchy Best Foods Bread and Butter Pickles for vim and accent. Moisten with plenty of Best Foods Mayonnaise and serve on crisp lettuce leaves. A slice of Best Foods Bread and Butter Pickles, whole, and more mayonnaise as a garnish will make this salad so tempting that the most voracious man will eat without questioning the motive of his wife in serving him the life-giving salad plants to balance his diet.

James F. Sheehan, former San Francisco policeman and retired corporation attorney, died Christmas Day at his home in San Anselmo. Mr. Sheehan, while a member of the Police Department, was injured in 1899 and later retired on pension.

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(Continued from Page 10)

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Werrenrath and Saengerbund to Feature Next City "Pop"

THE outstanding musical event of the New Year will be the city "pop" concert to be given the night of February 7 in San Francisco's Civic Auditorium with Reinald Werrenrath, noted American baritone, as soloist, and the Pacific Saengerbund of 300 voices as the features. A special program has been prepared by Conductor Alfred Hertz for his San Francisco Symphony Orchestra, while Frederick G. Schiller, director of the famous German singing organization, will lead in presentation of the dramatic "Feast of the Holy Grail" from Parsifal.

Mr. Hertz has announced that the program will include as purely orchestral numbers the Saint-Saens "Danse Macabre" and the Phedre overture of Massenet. The numbers to be presented by Werrenrath will be announced shortly.

In view of the fact that the concert will mark the first official appearance of the Pacific Saengerbund, augmented by a special chorus of women, under city auspices, great interest is already being shown by music lovers around the Bay. A capacity audience, equal to that which attended the premiere of Ernest Bloch's "America," seems assured.

Chairman James B. McSheehy and his colleagues, Supervisors Warren Shannon and Franck R. Havenner of the Auditorium Committee, are urging those who are not regular city "pop" season subscribers to make reservations at once. The concert is one of the regular city programs to which all purchasers of season "pop" tickets are entitled to attend without further expense. Single reservations can be made at Sherman, Clay & Company's Kearny Street store at the usual municipal popular scale of prices.

William Thomas Wiley, father of Ralph W. Wiley, chief of the city department of electricity, died Tuesday evening, December 11, while visiting a daughter, Mrs. B. B. Johnson, 838 Indian Rock Avenue, Berkeley. Mr. Wiley, formerly a merchant in Ohio, had made his home in San Francisco since 1900. Funeral services were held from the Suhr Undertaking Company's chapel on Friday, December 14.

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Widows and Orphans' Concert and Ball

By Corporal Peter B. Maloney
President Widows and Orphans' Aid Association

THE Widows and Orphans' Aid Association of the San Francisco Police Department will hold its annual concert and ball in the Civic Auditorium, Saturday night, February 9.

Our Association is one purely of benevolence. We have had an average of twenty-two deaths a year, for which the Association has disbursed in benefits $55,000

LIEUTENANT SAMUEL MILLER

SERGEANT WILLIAM BENNETT

annually. The concert and ball will be given to replenish those funds.

Lieutenant Samuel Miller of Headquarters Company is chairman of the affair. Detective Sergeant William Bennett, chairman of the entertainment committee, announces that the forthcoming ball will surpass all our others. He is arranging a two hours' entertainment to include numerous radio stars. Captain Charles Dullea of the Detective Bureau, chairman of the hall and decorating committee, has promised us some novel features in the way of decorations. Lieutenant Henry Powell, chairman of ticket sales committee, has spent endless hours disposing of blocks of tickets to the big ball. Sergeant Thomas P. McEnerney, chairman of the floor committee, is scheduled to lead the grand march. He is noted as the city's most capable grand march leaders. Patrolman Walter E. Harrington of the Bush Street Police Station, is chairman of the reception committee, and will see that guests are properly seated.

Owing to the illness of our chief, Daniel J. O'Brien, we do not know if he will be present. If he does not attend he will be sorely missed, as the Chief, for the last twenty years, has been a member of the Association and has helped to build it up to where it is today. Chief O'Brien was chairman of the Widows and Orphans' ball committee in 1921, and that ball still is talked about.

Chief of Police William J. Quinn, who has succeeded Chief O'Brien, has been a member of our Association for twenty-one years. He was chairman of the ball committee two years ago and set a mark for ball receipts, the highest in the history of the Association. We know that Chief Quinn will be with us on February 9, because he is working tirelessly for the success of the ball and concert.

Sergeant Patrick H. McGee, chairman of our publicity committee, reports that "Everybody in town is going to the ball."

Tickets may be purchased from any police officer, or reservations may be had by telephoning Davenport 0020.

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Judge James G. Conlan Becomes Presiding Jurist of Superior Court Bench

SUPERIOR Court Judge James G. Conlan is the 1929 presiding jurist of the Superior Courts of San Francisco, and will take over that important post Monday, January 8, when he will move from the Hall of Justice, where since 1926 he presided over one of the criminal departments, to the City Hall.

JUDGE JAMES G. CONLAN

The induction of Judge Conlan to the highest honor in the gift of his fellow Superior Court judges, was the occasion for many complimentary speeches. Hundreds of messages of congratulation came to Judge Conlan from men and women throughout the state and representatives in all walks of life. Judge Conlan is extremely popular with everybody.

Judge Conlan is a native of San Francisco and has lived here all his life save for the years he attended the University of Michigan, from which he graduated in 1903, later having returned to this city to practice law.

In 1910 Judge Conlan was an assistant district attorney and, from the start, won recognition as a fearless and conscientious public prosecutor. A year later he was elected Justice of the Peace.

San Franciscans showed their confidence in and respect for Judge Conlan by electing him Justice of the Peace for four consecutive terms. During the time he was Justice of the Peace he was presiding justice. In the lower court Judge Conlan early displayed the judicial temperament and learning that has made him an outstanding member of the San Francisco Superior Court bench.

There is no doubt that Judge Conlan will prove a popular presiding judge. He has the executive ability so necessary to that office. He has, in addition, a kindly, human heart that blends well with the position of presiding judge.

THE MUNICIPAL EMPLOYEE joins with Judge Conlan's hosts of other friends in wishing him a successful year as the presiding jurist of the San Francisco Superior Courts.

Board of Public Works

(Continued from Page 11)

M. J. Tierney, Superintendent of Public Buildings, in charge of repairs to schools and public buildings.

J. B. Leonard, Superintendent Bureau of Building Inspection. Inspects buildings in course of construction.

C. H. Sawyer, Superintendent Bureau of Architecture. In charge of construction of all new school and public buildings.

John P. Hannan, Superintendent Bureau of Accounts, financial wizard of the Board.

Educational Activities

(Continued from Page 19)

(g) Professional training of teachers in service encouraged.

(h) Business department developed, with special reference to efficient handling of supplies and materials.

(i) Opportunities for adult education extended, and courses of instruction improved.

(j) Adjustment class begun.

(k) Additional shop facilities installed in Junior High schools and High schools.

(l) Teacher-clerks appointed in elementary schools, enabling principals to devote greater attention to supervision.

(m) Continuing census established.

(n) School library and text-book service and use of visual aids expanded.

(o) Activities of Congress of Mothers and Parent-Teacher Associations aided.

Birdseye View of Pupils and Teaching Staff 1927-28

Type of School	Number of Pupils School Year 1927-28	Teaching Staff School Year 1927-28
HIGH SCHOOLS:		
Day High Schools (6)	15,416	568
Evening High Schools (4)	10,899	162
Part Time School	5,308	56
Adult Day Classes	987	—**
Total High Schools	32,610	786
JUNIOR HIGH SCHOOLS (7)	6,981	249
ELEMENTARY SCHOOLS:		
Day Schools (90)	53,218	1,574
Kindergartens (79)	5,705	83
Evening Schools (4)	3,659	44
Total Elementary Schools	62,582	1,701
Total All Schools	*	2,736

*Total pupils for "all schools" would be misleading, for the reason that a large number of pupils passing from one type of school to another, during the school year, would be duplicated and thus inflate the totals.

**This number is included in day high school figures. (In 1927-28 there were five teachers).

After his return from an extended Eastern trip, where he studied plans and methods of the best-known cancer and psychopathic institutes, Dr. William C. Hassler explained to the Board of Health plans formulated by him for the cancer and psychopathic wards to be added to the San Francisco Hospital. The occasion was a dinner given by the board in honor of Dr. Hassler at the Laguna Honda Home. Dr. Hassler explained that, with the bond money provided for at the recent election, the two units could be made the very latest and most efficient in hospital standardization.

Bonaventure Cardinal Cerretti, papal legatee at the recent Eucharistic Congress in Australia, on his arrival in San Francisco last month was welcomed by Mayor Rolph and many church dignitaries. The Cardinal spent several days visiting religious orders in Central California, and while in this city was the guest of Archbishop Hanna.

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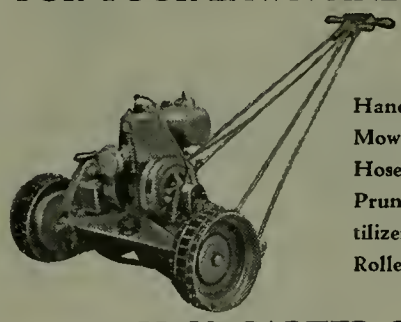

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The City's Playgrounds

(Continued from Page 13)

Douglass Playground entailed the greatest amount of planning of all our recent additional grounds. Because of its unique location, the sloping of the quarry cliffs, the surfacing, drainage and planting have required expert engineering skill. Adequate recognition was given this department for the work accomplished by the district's representatives on the day of the Douglass Playground's dedication.

The construction program was not confined to San Francisco, but also was carried on at the summer camp at Mather. Here twenty-five new cabins, three new wash rooms and a store were erected. New water, sewer and septic systems were installed. The lodge was rehabilitated, and included alterations in the kitchen and dining room. Many other improvements were made, additional equipment was installed, and trees were planted at the lake. These additional facilities provided a happier vacation season for the 850 people who were at camp during the summer.

The numerous activities held throughout the year, such as basketball, tennis, volley ball, baseball, swimming, and events of every conceivable nature made the playgrounds a mecca for thousands of children. There was an attendance of 2,752,310 children recorded for the year. The handicraft activities—kite making, basketry, airplane construction and soap sculpturing—also were responsible for the big increase in the playground attendance. Music and dramatics played an important part in bringing children to the grounds. Several glee clubs, choral groups and harmonica bands were formed. A number of musical programs were presented. In the dramatic department a play contest was held and three of the winning plays were staged. May Festivals and seasonal dramatic programs were held on many of the grounds. The best program, however, was the Fall Festival, presented in the Civic Auditorium with 715 children participating. A large costume room with adequate storage, dyeing and laundering facilities for the dramatic department was provided on Sacramento Street, between Fillmore and Webster streets.

The department has gained greater recognition of its work by the citizens of San Francisco, because of its attempt to raise a $3,100,000 bond issue. Although the bonds did not carry, 64,141 people voted in favor of providing additional playgrounds for San Francisco.

A six weeks' recreation training course for playground directors was successfully held, and has provided a new inspiration for the work being conducted at the grounds. The library in the playground office also will help to provide new ideas for the playground directors. It will stimulate new interest on the part of the children attending the playgrounds.

With the eagerness of children wondering what Santa Claus will bring, we welcome the New Year. The Playground Department is sincerely planning to serve this community in a bigger and better way than ever before. This department also is striving to reach the goal of providing adequate recreation for the leisure time of the people of San Francisco.

Under a recommendation of the finance committee of the Board of Supervisors, bids for the sale of the $41,000,000 Spring Valley water bonds will be called January 14. The sale will represent the largest in the history of the city.

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Two Faithful Public Servants

(Continued from Page 8)

interesting pictorially and editorially that it developed into a valuable property, and, when sold after fifteen years' service, became the West's most famous magazine. His stories and articles, illustrated by photographs skilfully taken by himself, were an important part of the editorial contents when "Sunset Magazine" was young.

When war came and the Government took over operation of the nation's railroads, Mr. Shoup, with twenty-seven years of Southern Pacific service behind him, was made vice-president in charge of the property interests of the company and its affiliated and proprietary concerns. In 1920 he was made vice-president and assistant to the president of Southern Pacific. Five years later Mr. Shoup was made president of all Southern Pacific's electric and other traction interests, and executive vice-president of the Southern Pacific Company.

He is recognized as a foremost authority in all questions concerning Western industry, business, transportation, tractions, electricity and oil.

Mr. Shoup is a member of the Jonathan, California and Union League Clubs of Los Angeles and of the Bohemian, Olympic and Pacific Union Club of San Francisco. In 1900 he married Miss Rose Wilson, daughter of Colonel Jack Wilson of San Francisco. Mr. and Mrs. Shoup have three children, Carl, Jack and Louise.

Veteran Firemen's Association

By John S. Farley

THE regular monthly meeting of the Veteran Firemen's Association of San Francisco, Inc., was held Tuesday, December 4. The meeting was called to order by Charles Cullen, first vice-president. The minutes of the previous meeting were read and approved, as were the minutes of the special meeting called to attend the funeral of our late comrade, Fred Sayers.

The directors' report was received. All reports on sick were received. Bills amounting to $1109.88 were referred to the board of directors for approval and were ordered paid. The banquet committee reported progress.

Under the head of new business the following were declared elected for the ensuing year: Charles Cullen, president; Fred Shade, first vice-president; Henry F. Horn, second vice-president; D. J. Harrison, financial secretary and collector; R. J. Courtier, treasurer; John S. Farley, recording secretary; Charles Reinfeld, superintendent of hall; Sam Baker, William Brown, Alfred Florence, Archie Jensen, Henry Tricou, directors.

The new officers will be installed January 8. The secretary was instructed to send notices to all members to be present.

Receipts of meeting $474; total cash assets, $11,074.86.

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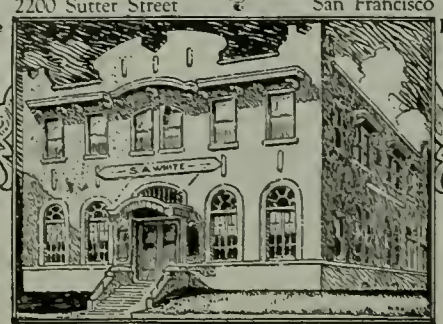

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Parks and Museums

(Continued from Page 15)

increase in the number of berths available for boats of various descriptions. The Garden of Shakespeare's Flowers, started in 1927, has been improved and additional plantings made. Improvements also have been made at the Beach Chalet and the cafe at the Children's Playground in Golden Gate Park. The San Francisco Fly Casters' Club has put up a headquarters building at the side of Stow Lake. Replacing the old suspension bridge over the Middle Drive is a new concrete underpass.

Among the animal acquisitions in the Parks are several important ones at Herbert Fleishhacker Playfield, gifts of Mr. Fleishhacker, President of the Park Commission. These include two camels, an African water buffalo, and a Barbary sheep. Four black-tailed deer from Mendocino County, the gift of Mr. John McNab, were placed in Golden Park. At Stow Lake the water birds acquired included two American white pelicans, a brown pelican, and six white swans. At the Japanese Tea Garden a pair of blooded fowl, a cock and hen of the variety called "Shirafuji" in Japan, or "white wistaria" in English, have been installed. The aviary has been enriched notably by the addition of two Numidian cranes from Africa.

A Water Lily Pond, Golden Gate Park

Park Superintendent John McLaren received many congratulations the past month upon attaining his eighty-third birthday. This event, occurring on December 20, was the occasion of the presentation to him by the office employees of the Park Commission of a beautiful brass desk set. Mr. McLaren has been Park Superintendent continuously since 1887, and in that time has made an international reputation for himself, and, incidentally, for Golden Gate Park.

* * *

Paul McHugh is mourning the death of one of his charges at the bear pits in Golden Gate Park. This is none other than Herbert Hoover, the little black bear, formerly the mascot of the sailors on the U. S. Airplane Carrier, the Lexington. The bruin died of fright when a huge limb was blown down on the top of his cage during a severe storm in the middle of December.

(Turn to Page 30)

City Officials and Employees Named in Community Chest Drive

ONCE each year the thousands who live in health and comfort are reminded of the few whom fortune has struck down. While San Francisco has gone forward, progressed and developed, many of these unfortunates have fallen by the wayside.

They are helpless children who have lost their parents . . . the youth with two paths lying before his feet . . . once able men who are ravaged by disease . . . aged women with no relatives to lean on . . . the crippled . . . the destitute.

LELAND W. CUTLER
Chairman 1929 Community Chest Campaign Committee

The 107 agencies of the Community Chest—your Community Chest—care for them all the year round. With the advent of each successive spring the people are asked to provide for this work for another twelve months.

The time is close at hand when an organization of more than 5000 men and women, volunteering their time and services without compensation other than a knowledge of a needed humanitarian work well done, are preparing to conduct the annual communal appeal for funds.

The Community Chest plan of financing welfare and relief agencies has long since passed the experimental stage, and through the splendid achievements of six years of service has justified its existence and right to expect the sympathetic and whole-hearted coöperation of the entire citizenship in doing that which is necessary to carry on the great program of work.

Officials and employees in every branch of the municipal government of San Francisco have consistently accorded the Chest movement full-hearted and generous support each year since its inception. This year is no exception to the rule, as is evidenced by the preliminary steps already taken in organizing each department in preparation for the coming appeal scheduled to take place March 4 to 15. The Municipal Division, designated at campaign headquarters, 527 Mason Street, corner Post, as No. 34, is in charge of Leonard S. Leavy, City Purchaser of Supplies. Mr. Leavy is dignified with the title of Colonel, and assisting him as Lieutenant Colonel will be Matthew D. Ashe.

The Municipal Division will be composed of five battalions, each directed by a major, who in turn will be in charge of five captains. Each department of the government will be solicited for Chest funds by its respective representatives, thus saving employees the annoyance of being called on by outside solicitors with whom they are not acquainted.

The line-up of the different municipal battalions will be as follows:

City Hall, Parks and Playgrounds—Battalion "A": Major Franck P. Havenner; Captains: Matthew D. Ashe, Bernard Peter Lamb, Robert W. Dennis, J. E. Sharp and Robert Munson.

Department of Public Works—Battalion "B": Major Fred W. Meyer; Captains: S. J. Hester, P. W. King, Martin J. Tierney, F. Boeken, Peter J. Owen.

Police, Jails, Enforcement Offices—Battalion "C": Major Theodore J. Roche; Captains: William J. Quinn, William J. Fitzgerald, J. C. Astredo, Matthew Brady, Dr. T. B. W. Leland.

Fire Department—Battalion "D": Major William A. Sherman; Captains (tentative selection): Thomas J. Murphy, A. J. Sullivan, Charles J. Brennan, Martin J. Kearns, C. J. Strauss.

Department of Health—Battalion "E": Major Percy R. Hennessy; Captains: Dr. Herbert F. Fine, James I. O'Dea, Miss Myra Kimball, Dr. L. C. Wilbur, Dr. A. G. Norman.

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Parks and Museums

(Continued from Page 28)

The Iris Display Garden Committee is undertaking to secure a large collection of these plants to be set out in Golden Gate Park. Superintendent McLaren has agreed to furnish an acre or more of land near the water-works opposite Thirteenth and Fourteenth Avenues and Lincoln Way in the Park and Foreman Paul Bohm is clearing and preparing the ground for the new garden.

* * *

Lorin E. Smith, son of Ed. Smith, the Superintendent of motor vehicles for the Park Commission, was married to Miss Katherine Fagan at the bride's home on December 15. The Rev. Father Ryan of Star of the Sea Church officiated, and the wedding was followed by a family dinner in the Palm Court of the Palace Hotel. Young Smith is District Agent of the California State Insurance Company here, and the couple will make their home in San Francisco in the Richmond District.

* * *

W. G. Hocking, civil engineer for the Park Commission, who has been on leave of absence for some months on account of ill health, is now well and is again at work.

* * *

Thomas Craney, for many years a faithful and respected employee of the parks, died at the home of his daughter on December 6. He was seventy-three years old.

Palace of the Legion of Honor

THE past year has been a notable one at the California Palace of the Legion of Honor. Among the numerous exhibitions the most extensive consisted of the European section of the Carnegie Institute's Twenty-Sixth International Exhibition of Modern Art. This great show comprised 278 paintings from fifteen foreign countries and occupied ten galleries of the Palace. It remained on view from March 25 to May 13.

Other shows during the year consisted of the Seventh International Water Color Exhibition of the Chicago Art Institute; a group of miniatures by Miss Martha Baxter; the Whitney Studio Club exhibition of forty-two paintings; the gallery of red chalk drawings by the Italian sculptor, Arturo Dazzi; an exhibition of modern American paintings; a group of fine pencil drawings by Maurice Sterne; a collection of Persian art supplied by Dr. Ali Kuli Khan; a group of paintings by the California artist, Henrietta Shore; a one-man show of twenty-eight paintings by Giovanni B. Troccoli, another by Nicolai Fechin, and a third by F. Luis Mora; a collection of paintings by Lorser Feitelson and his wife, Nathalie Newking; the exhibition of photographs from all over the world collected by the Pictorial Photographic Society of San Francisco; a group of the works of Rockwell Kent; and finally, during the last two months, the Southwest Exhibition of 133 paintings, water-colors, lithographic crayon drawings, and etchings by artists of Taos and Santa Fe, New Mexico. In addition the notable Jacob Stern Loan Collection of paintings and bronzes was placed on view July 24 to remain indefinitely.

Many important gifts were made to the California Palace of the Legion of Honor during the year. Dr. Archer Milton Huntington presented a check for $100,000 to be used to purchase paintings for the Collis Potter Huntington Memorial Room; and he also presented a superb collection of miniatures, enamels, snuff boxes, and carved ivories, besides paintings, etchings, celadon ware, and period furniture. Albert M. Bender made notable additions to his other gifts of Oriental art objects.

One anonymous donor gave a painting of "Spes—Hope—in Prison," by Sir Edward Coley Burne-Jones, and another presented a landscape painting by Edward W. Redfield. Ex-Senator James D. Phelan gave a marble bust of Miss Helen Wills by Haig Patigian, and the estate of Anne Whitney Sperry two paintings, one by Haag and the other by William Keith. One of the Dazzi red chalk drawings was added to the Palace's permanent collections, as were three of the rare sixteenth century Flemish Renaissance tapestries of the "Moses and Aaron" series.

Announcements of coming exhibitions made by Dr. Cornelia B. Sage Quinton, Director of the Palace, and Major W. W. Quinton, Curator, include a group of 100 American paintings from the Grand Central Galleries of New York, to be on view from February 8 to the first week in March; and the great American Sculpture Exposition under auspices of the National Sculpture Society, which will take up the whole building, the colonnades, and the grounds outside, from April 1 for a period of six months.

The California State Automobile Association and the Automobile Club of Southern California have joined forces to sponsor at the coming session of the Legislature a compulsory course of safety instruction in all public schools of the state.

On Lindley Meadows, Golden Gate Park

The last legal obstruction to the right of way of the pipe line from Hetch Hetchy to San Francisco recently was removed by an order of Superior Judge Welch of Santa Clara County. The land in question was owned by William J. Roney, Mission San Jose. City Engineer M. M. O'Shaughnessy, who testified in the condemnation proceedings, said the Roney case settlement now gives San Francisco clear title to complete right of way for its water system.

The following transfers have been announced by the Police Department: Effective December 24: Officer Albert L. Machado, from Company E to Company K; Officer Myron A. Hooke, from Company K to Company H; Officer William Rauch from Company D to Company K, and Officer Thomas M. Cole, from Company H to Company D. Chester L. Welch, Department School of Instructions, assigned to Company E.

Through a resolution of the Board of Supervisors, recently unanimously adopted, the city pledged itself to get behind Benton C. Fremont in his efforts to recover from the Federal Government his heritage of Fort Mason, one time homestead of his illustrious grandfather, General John C. Fremont. The Government took the land as a war measure in 1863.

Transfers affecting four members of the Detective Bureau were ordered December 3. Detective Sergeant Leo Bunner was assigned to duty in the check detail, Detective Otto Meyer to the robbery detail, Detective Leo Connors to general duty in the Detective Bureau, and Detective J. L. English to the pawnshop detail.

According to a recent report submitted to the Board of Trustees of the War Memorial by President John S. Drum, work on the War Memorial is to continue without interruption between the different contracts, and the great structure, to face City Hall on Van Ness Avenue, will be a reality sooner than expected.

A few days before Christmas, Lieutenant James Boland, in charge of the City Prison, reported that for the first time in more than ten years the women's section of the City Prison was empty.

J. P. Holland recently was awarded by the Board of Public Works the contract for construction of the Laguna Honda Boulevard between Lawton and Plaza streets, having submitted a bid of $103,520.55 for the work.

Fire Chief Thomas R. Murphy, who had been in ill health several weeks owing to creosote poisoning while fighting a fire, spent the holidays in New York. The Chief was accompanied by his daughter.

Hearings to determine the date of expiration of several Market Street Railway Company franchises were begun December 27 before Superior Judge Franklin H. Griffin.

Louis Campbell, 72, for many years a familiar figure at the Hall of Justice, died Christmas Day in a lodging house on Folsom Street.

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Anderson & Ringrose, contractors, on a bid of $146,000, submitted to the Board of Public Works, have been awarded the contract to construct the Marina Elementary School on Divisadero Street between Beach and North Point streets. Other successful bidders on the school work were: Alta Electric Company, electrical work, $7600; A. Lettich, mechanical equipment, $12,260; plumbing work, Oscar Aaron, $9660.

The City Planning Commission has recommended to the City Planning Committee of the Board of Supervisors the re-zoning of Silver Avenue, between Coldy and Bowdoin streets, from first residential to commercial classification. The re-zoning will provide for the opening of a new sub-division, upon which Meyer Brothers announced they would erect 200 homes a year.

Under the supervision of Supervisor Milo F. Kent, and in keeping with a tradition that has lasted for more than a quarter of a century, Christmas Eve was observed by merrymakers at an elaborate program presented at the Civic Auditorium. A preliminary concert was given by the Municipal Band, under the direction of Philip Sapiro, while Dr. Hans Leschke led the Municipal Chorus in caroling.

Dr. A. H. Giannini, former San Francisco Supervisor, and now a banker in New York, banqueted on Christmas with his friends of former days, an annual affair that brings together members of former Mayor E. R. Taylor's Board of Supervisors. Among some of those in the group with Dr. Giannini were Messrs. James A. Johnston, Paul Bancroft and Allen Pollock.

"How It Feels to Be a City Official," was the theme of an address delivered recently by Supervisor Milton Marks to the Junior Commercials, an informal organization among the younger members of the San Francisco Commerical Club. Mr. Marks described his activities as a member of the judiciary, tunnel and festival committees of the Board of Supervisors.

Comprising a notable event in the history of Western Jewry, the thirty-first annual convention of the Union of American Hebrew Congregations will convene in San Francisco, February 11. Chicago will send a special train carrying 1000 delegates and visitors. Mr. Samuel Dinkenspiel is chairman of the convention committee.

Probationers, who report to William H. Nicholl, chief of the Adult Probation Department in San Francisco, had earned $124,800 up to last November, according to the monthly report made public December 20.

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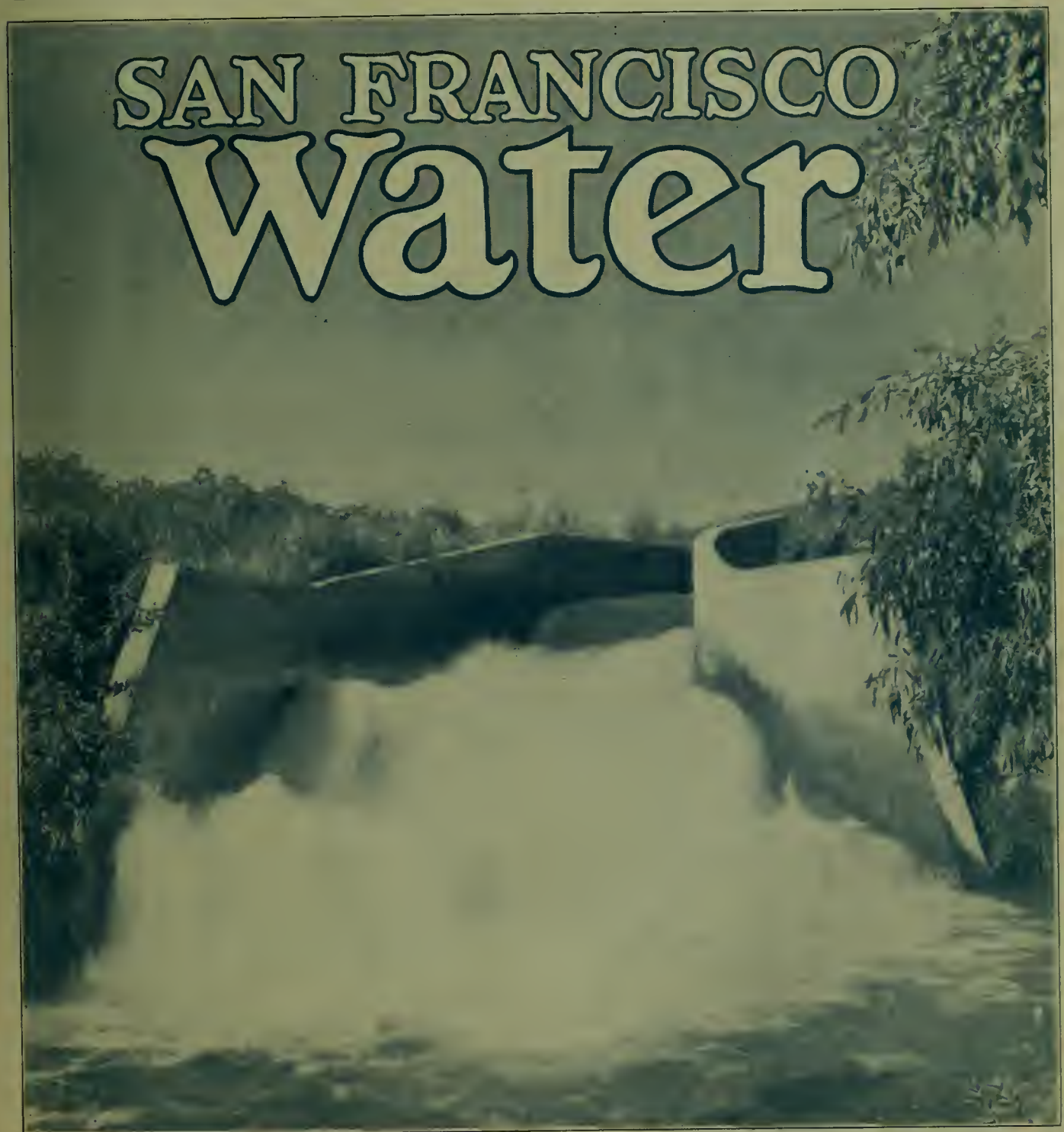

—Photo by Courtesy Spring Valley Water Company

Pulgas Tunnel Outlet, end of the Hetch Hetchy line at Crystal Springs Reservoir, San Mateo County

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M. M. O'SHAUGHNESSY

City Engineer

M. M. O'Shaughnessy

DOING big things and doing them well is the record that stands behind the many years that Michael Maurice O'Shaughnessy has served as City Engineer for San Francisco and other municipalities.

Mr. O'Shaughnessy was born in Limerick, Ireland, May 28, 1864, a son of Patrick and Margaret (O'Donnell) O'Shaughnessy. He received his educational training in the public schools of Ireland and matriculated from Queen's College, Cork, in October, 1881. Later he spent two years at Queen's College. Galway, and graduated with honors from the Royal University, Dublin, October 22, 1884, with the degree of Bachelor of Engineering.

He came to San Francisco in April, 1885, and from April, 1886, to the latter part of 1887, was assistant engineer for the Southern Pacific Company, having supervised the construction of 300 miles of railroad line. Subsequently Mr. O'Shaughnessy was a civil engineer at San Luis Obispo and in Mill Valley. He was Chief Engineer for the California Widwinter International Exposition in Golden Gate Park and which opened in January, 1894.

THE following is a list of the more important of Mr. O'Shaughnessy's achievements: Chief Engineer and director, Mountain Copper Company, Shasta County, 1895-1896, built railroad twelve miles long.

General engineering, San Francisco and vicinity, 1897-98.

Consulting engineer twenty sugar plantations, Hawaiian Islands, 1899-1906. Built tunnel aqueducts for irrigating sugar plantations aggregating more than thirty miles in length—Olokele aqueduct, ten miles, Kauai; Kohala aqueduct, Hawaii; Koolau aqueduct, Laui. The scenery along this work is described in Jack London's "Voyage of the Snark."

Consulting engineer, Southern California Mountain Water Company, 1907-12, building Dulzura Aqueduct and Morena Dam, San Diego, which is the only structure in San Diego County that survived the floods of 1916.

Won the James Lowry prize from the American Society of Civil Engineers, for the construction of the Morena Dam, the largest rock fill dam in the world.

BECAME City Engineer of San Francisco on September 1, 1912. First repaired the leaky Twin Peaks Reservoir; completed high pressure pumping station at Fort Mason and balance of high pressure fire system, fire alarm signal station in Jefferson Square. Completed Mile Rock Sewer, nine by eleven feet in size, under Sutro Heights, going out to the ocean and going in tunnel under Golden Gate Park; completed many important additions to the main sewer system of San Francisco; recommended the sewer bond improvement program which has been approved by the voters in a recent election; eighty-five miles of Municipal Railways plus two steel and concrete car barns; had special difficulties with railroad location over Church Street hill, where property owners protested, but finally won out. Completed Stockton Street Tunnel, 885 feet long and fifty feet wide, nineteen feet high; Twin Peaks Tunnel, 12,000 feet long, twenty-five feet wide and eighteen feet high; and Sunset Tunnel, 4232 feet long, twenty-five feet wide and eighteen feet high; the three costing approximately $6,500,000. Developed the boulevard system of San Francisco, which has been completed or is now under construction, including the Market Street Extension, Portola Drive, Twin Peaks Boulevard, Sloat Boulevard, Harding Boulevard, Point Lobos Avenue and improvement of Sutro Heights, Ocean Beach Esplanade, Hunters Point Boulevard, Railroad Avenue and San Bruno Road, Marina Boulevard, Telegraph Hill Boulevard, and the new work such as Alemany, Bay Shore, Junipero Serra, Nineteenth Avenue and Sunset Boulevards, and is planning the extensions of Junipero Serra Boulevard into San Mateo County and a main boulevard along the Ocean Beach to Santa Cruz. He has also been responsible for the widening of numerous arterial streets and the extension of Van Ness Avenue south. The Bernal Cut, also included as a boulevard project and right of way for the Municipal Railroad, is under construction due to a movement inaugurated by him. He has investigated and recommended many special projects, such as the Islais Creek Reclamation Project, a rapid transit railway system, the re-subdivision of the Golden Gate Heights District. He has represented the City in various hearings held in Washington by committees of the Senate and House of Representatives and before various Federal departments.

BESIDES this work, he has acted as consultant to the City of Detroit for its new Municipal Railway System, which brings in $18,000,000 yearly; for the Marin Municipal Water District in Marin County in the construction of the Alpine Dam and the aqueduct leading therefrom; for the Dix River Dam in Kentucky; and for various projects connected with other municipalities; author of articles on Irrigation in Hawaii, and the Hetch Hetchy Water Supply Project. Chief Engineer of the Hetch Hetchy Water and Power Project, completing four dams—

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Present Status of the Spring Valley Purchase

By N. A. ECKART
Chief Assistant City Engineer

ON May 1, 1928, by the overwhelming vote of 82,490 for, and 21,175 against the proposition, the people of San Francisco authorized the issuance of $41,000,000 in bonds for the purchase of the Spring Valley Water Company's system. That victory marked the culmination of a long-fought battle for the acquisition of these properties. At five previous elections—in 1910, 1915, 1921, 1927 and 1928—the purchase had been defeated, generally by quite narrow margins.

At the time the Spring Valley purchase was before the people, they were advised by all speakers that a charter amendment for the purpose of creating a public utilities commission for the handling of all of our public utilities, including the Spring Valley properties when acquired, would be submitted to the people at the November election, and that the plans called for the taking over of the properties on or about January 1 last. The charter amendment was submitted, but was defeated, no doubt through the confusion resulting from the large number of propositions on the ballot.

Immediately after the successful bond election, steps were taken to bring about the transfer of the properties. That involved no small task, the magnitude of which may perhaps be better understood when it is pointed out that the deed prepared for the transfer of the properties required some 200 pages, largely of property descriptions, involving approximately 153 parcels of land, 125 separate rights of way, and 149 riparian rights. Those descriptions, however, required checks on approximately 800 separate parcel descriptions, as many pieces of property acquired separately had been combined in the specific parcels described in the deed. In addition to the engineering check of the descriptions of all of those properties, there was involved on the part of the City Attorney's office, which work was handled by Mr. John Dailey, a comprehensive search of the titles of the properties.

The purchase price to be paid by the City for the properties is not a simple flat price, but is a variable quantity. It is based primarily on a valuation of the properties made by the California State Railroad Commission as of March 1, 1920, of $37,000,000, to which was to be added capital expenditures made by the company in developing the property and expanding the distribution system since that date. As against these capital expenditures, $300,000 were deductible each year for depreciation, also such sums as were required to be put into what was known as an amortization fund. This amortization fund called for an annual fixed contribution of approximately $146,000, and in addition a definite proportion of the surplus earnings each year after the payment of all operating expenses, bond interest, and making provision for a 5 per cent dividend to the stockholders. The proportion in the early years was one-half of the surplus. This recently was changed to two-thirds of the surplus under orders of the Railroad Commission. Thus the determination of the purchase price required the examination and checking of the books of the water company from 1920 to date.

It is apparent that the exact purchase price cannot actually be determined until after the date on which the property is taken over. The price, however, has been quite closely estimated as of February 1 at $40,783,191.

The February 1 date had been determined upon as the date for taking over the properties, it being the earliest on which the actual work of preparing the deeds and making the checks of descriptions and titles and taking of inventories could be completed. Bids for the sale of $41,000,000 of bonds were invited on January 14 last, and although up to within a few days of the date set for receiving bids it was confidently expected that several bids would be received and the bonds sold at a premium. On the day set no proper bids were received. The reasons given for the failure

to secure bids on the bonds may be set forth as follows:

Primarily the condition of the bond market on that date and at present is such that the market cannot absorb a block of bonds of this size on a 4½ per cent coupon rating at par. The charter prohibits the sale of the bonds at less than par. A recent lot of $4,000,000 of Hetch Hetchy bonds bearing the same rate of interest was sold at a premium, and there would be no difficulty at this time in selling a block of $5,000,000, or possibly $10,000,000 of San Francisco bonds at a 4½ per cent rate at par or better, but in its present condition the sale of $41,000,000 of bonds in one block would depress the market and render unsalable at current prices the large holdings of similar bonds now offered for sale.

It is quite essential that the $41,000,000 of Spring Valley bonds be sold at one time, as in order to secure title to the property the entire purchase price must be paid to the company at the time of taking over the properties. It would not do to start to sell the bonds piecemeal over the counter without assurance that all could be sold in a reasonable time. Otherwise the City might find itself in the position of having $15,000,000 or $20,000,000 of bonds sold and the remainder in its hands for disposition, with no takers, and saddled with the burden of the interest on that portion of the bonds sold. The interest on the entire issue amounts to something more than $5000 each day. It is impossible for anyone to predict when the bond market will improve to the point when these bonds may be disposed of. It is safe, however, to say that the present condition will continue so long as the present activities in stock speculations in New York continue, making as it does for a high rate of interest on money and a consequent low price for bonds.

Every day that the purchase of the Spring Valley property is deferred there is an actual loss to the City of $4600, which represents the profits that the City will enjoy from the operation of this utility after paying all operating expenses and bond interest and redemption charges. It is to be hoped that some plan will be evolved under which the properties can be secured at an early date.

Office Employees' Association

By WILLIAM T. BONSOR

IT IS with satisfaction that our Association looks back through the last few years to sum up the accomplishments attained for our membership and the entire force of clerical and semi-clerical workers employed by the city of San Francisco. The assistance of the San Francisco Labor Council has been an invaluable asset, for which we owe a great debt of gratitude. Without that active and powerful influence our strides ahead would have been few. To THE MUNICIPAL EMPLOYEE we are more than thankful for offering to us a medium which has conveyed our message to those interested.

SID J. HESTER

All progress today is made through organization, and yet it is exceedingly difficult to impress upon men and women their dire need of union organization. It is true that we always find those who do appreciate the accomplishments of organized labor and do become a part of it and carry on the union work which not only benefits themselves, but also those who see fit neither to assist in the work involved nor even to become members of the particular union with which their work corresponds. It would be most refreshing if all the men and women who work would realize what the American Federation of Labor and its affiliated bodies have done for them, whether or not they are members. On the statute books of our land there is hardly a piece of humanitarian legislation that has not been sponsored or fathered by labor. Legislation for women and children in industry is advocated by labor in every state of the Union. Increased wages, lesser hours and better working conditions are the direct results of the activities of the labor movement.

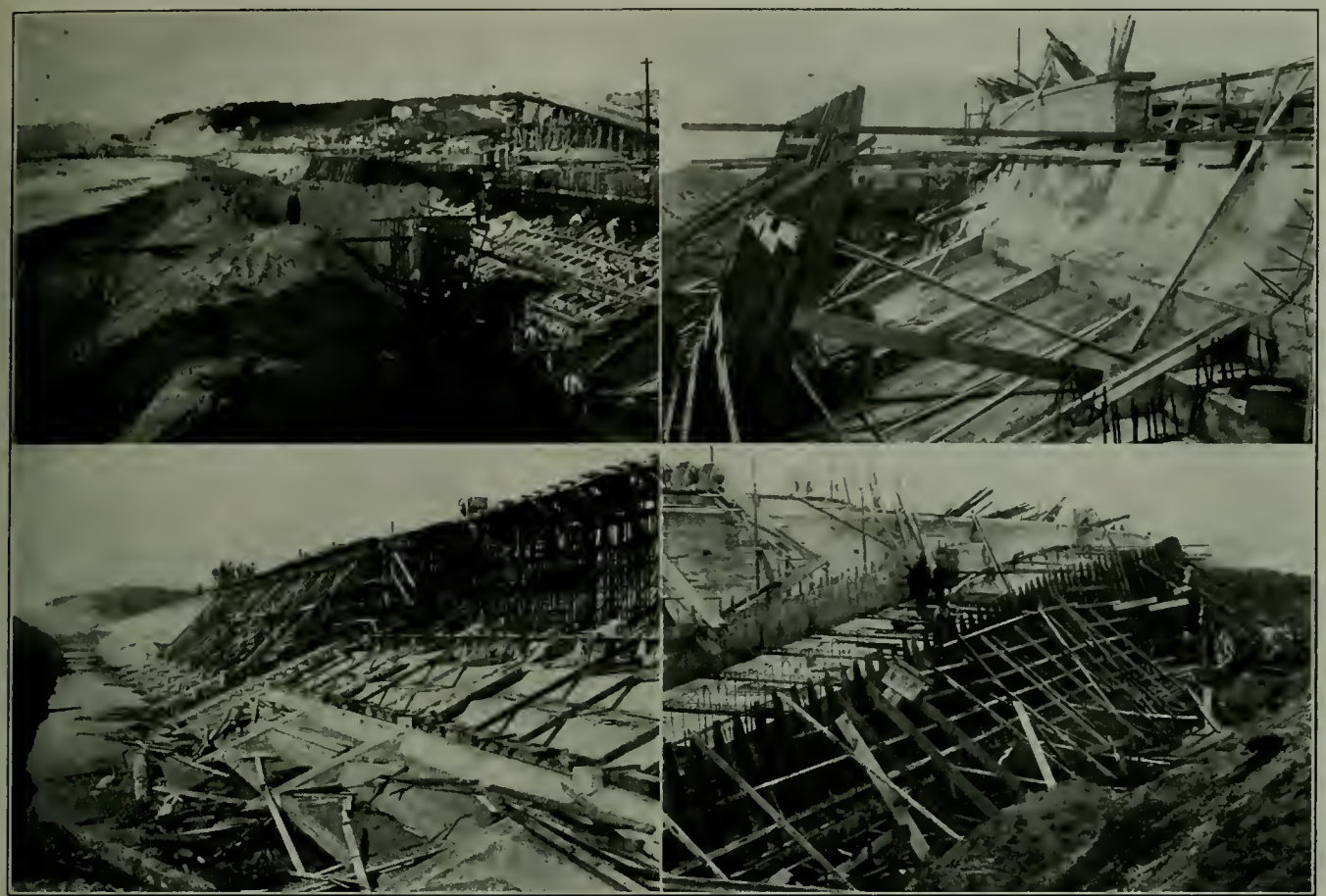
City workers have benefited from these efforts much more than any other class of employees, and still we find those who feel that their personal assets alone have gained for them what they now enjoy. For the city employees all sorts of beneficial legislation has had the coöperation of labor of this city. In the matter of increased wages labor always has placed to the front the organized efforts to attain same. Since 1909 our association has carried the banner for the clerical and semi-clerical workers on each and every occasion. In fact the favorable conditions of today were in all instances sponsored by our Union and the Labor Council.

One of the hardest workingmen in our organization is President Sylvain J. Rosenblum, who has been guiding the destinies of the Association for several years past. He has been unselfish to give of his time and talents in the interests of his fellow workers. He is blessed with an active and keen mind and surplus energy and is one who has the courage of his convictions. He is willing to let the world know just how he stands on any and all questions. Few of the office workers have a realization of the real worth and value of this most capable and efficient official.

Another hard worker in our ranks is Treasurer Sidney J. Hester, the genial Secretary of the Board of Public Works. He is ever ready with sensible and wise counsel as to the proper conduct of our affairs. In passing we might say that he is a real treasurer and carefully notes receipts and disbursements and always wants to know why John or Jane is not paying his or her dues.

During the last few months we had placed on the ballot a proposal which would have released the employees of the city from paying the premiums on surety bonds and place the burden on the city, where it rightfully belongs. All private concerns pay such premiums for their employees, as do all other governmental agencies except the city of San Francisco. No one objected to this or actively opposed the charter

(Turn to Page 30)



Upper left—Esplanade, looking toward Cliff House. Upper right—A section of the massive sea wall. Lower left—View along beach side of Esplanade. Lower right—Ramp leading from promenade east of sea wall down to beach.

Great Highway and Esplanade

By J. G. STALKER

ANDREW J. GALLAGHER

MUCH of San Francisco's fame as a city that wins men's hearts is due to the beauty of her vistas, her parks and her streets. All these elements are to be combined in a new item of civic beautification that soon will be thrown open to San Franciscans and their visitors.

It will be the improved Great Highway and Esplanade at the ocean beach. For nearly a year hundreds of men and batteries of steam shovels and derricks have been at work along the shore leveling sand dunes, pouring concrete and laying pavement.

The public will enjoy the first fruits of that labor within a few weeks, when the first section of the new Esplanade is to be opened. The entire project will be completed in the near future.

Costing more than $1,000,000 and representing the combined efforts of the City Engineer's office, Park Commission and the Board of Works, the new highway will be one of the most beautiful drives of its kind in the world. Moreover, it will advance to near the ideal San Francisco's most popular holiday rendezvous by eliminating the congestion of traffic that now mars the pleasure of many visits to the beach.

Stretching from Fulton Street, at the northern border of Golden Gate Park, to Fleishhacker Pool at Sloat Boulevard, the new Great Highway will offer motorists nearly three miles of double driveway.

Two fifty-foot roadways—one reserved for northbound and one for southbound traffic—are the central features of the plans. Down them the motorists may roll to enjoy an unobstructed view of the beach and surf, free from the annoyance of passing traffic. Separating the driveways will

be a twenty-five-foot strip of grass and ornamental shrubbery.

Bordering the westward thoroughfare from Fulton Street to Lincoln Way will be a sea wall and twenty-foot promenade, to accommodate those who prefer to take their sea air on foot. The wall and walk will be a continuation of those heretofore existing from the Cliff House to Fulton Street. Westward of the wall are being constructed bleachers where one may sit to enjoy breeze and sun and rest from frolics on the beach.

To the eastward of the eastern highway will be another parkway, and bordering that a twenty-foot bridle path that will make it possible for equestrians to ride through Golden Gate Park and along the highway to the trails around Lake Merced without descending to the ocean beach.

Beyond the bridle path another parkway will slope gently to a forty-foot service road situated below the level of the Great Highway and designed to relieve the main thoroughfares of slow-moving trucks and other vehicles that might mar the day for pleasure-seeking motorists on the high road.

The entire project has been designed as a boulevard of pleasure, and everything that Supervisor Andrew J. Gallagher, chairman, and Supervisors Alfred Roncovieri and Fred Suhr, Jr., of the city streets committee can do to preserve it for pleasure is being done.

In this connection the matter of parking along the highway developed as a puzzling problem. Should indiscriminate parking be allowed, Supervisor Gallagher and his colleagues reasoned, the view-seeking motorist probably would find his vista of the sea shut off entirely by a solid line of parked cars along the westward roadway. Therefore parking will be limited to certain points along the highway, where sectors of the road will be widened so that parked cars will offer no obstruction to the flow of traffic.

The entire highway will be illuminated by ornamental lights set in the central parkway. To allow egress from the streets and avenues of the Sunset district to the beach, underpasses have been specified at Judah, Taraval and Wawona streets, most convenient to the terminals of street car lines. Plans call for comfort stations near the underpasses. The comfort stations, however, are not included in the contracts now being executed.

The Election of 1928

By J. Harry Zemansky, *Registrar of Voters*

THE political parties of this country, through their platforms, demand the right of every citizen to cast one free ballot, and have that ballot duly counted. Our entire system of government depends upon honest elections and a fair count. Improvements in the form of paper ballots and regulations attending their use, have not prevented illegal counting and practices.

New forms of corruption seem to be invented as fast as the old evils are suppressed, and the inherent evils seem to be innumerable.

There never has been a paper ballot devised but the voter can so mark it that it can be identified as his vote; and the corrupt voter will in consequence receive the price agreed upon from the buyer soon after he has voted.

At no precincts here or at any other place where paper ballots are used are they counted according to law.

The ballot was unnecessarily long and it took five to seven minutes to count each ballot. The election officers, after counting for eight or ten hours became tired, and, in many cases had to return to the places of employment the next day.

In counting paper ballots the voter leaves too much to the canvassing board to judge.

Sometimes it is impossible to tell just what the voter intended to do—how he intended to vote or what he intended to vote for.

In 1923, in an election contest before Judge Walter Perry Johnson, twenty-five hundred ballots were disregarded and not counted. At our recent election many election officers informed me that it was impossible to count a great many ballots correctly as the stamp impression repeated itself and they could not count the votes correctly and only guessed at it. This repeating is done when folding the ballot to deposit it in the

ballot box. In some states the rubber stamp has been abandoned and pencils used entirely.

Where voting machines are used secrecy and the integrity of the ballot are preserved, and it is impossible, without detection, to change the result of the votes cast.

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Photographic and Blue-printing Department

By HORACE B. CHAFFEE

IN THE City Hall attic, or roof garden, unknown to many city employees, is located a photographic, photostat and blue-printing division, consisting of seven rooms and 3 dark rooms, and is under the direction of City Engineer M. M. O'Shaughnessy and the Board of Public Works, with Horace B. Chaffee, photographer, in charge.

There are several good reasons why we are here. Photographs are made of all construction work, street improvements, tunnels, public buildings, a complete photographic record of the construction work on Hetch Hetchy water supply, Municipal Railway equipment, buildings, and claims department for evidence in wrecks, etc.; photographs of rights of way for use in damage suits; pictures of important events and public celebrations of completion of works as a historical record.

Many photographs are used to illustrate engineers' reports in magazines and periodicals, and requests are often received from other cities for pictures of our projects, and many are used for advertising our city. Pictures are made of all condemned buildings for the Board of Health and of school buildings for the Bureau of Architecture.

All negatives are numbered and filed in steel cases and card indexed. Prints from negatives are placed in albums in the City Engineer's office for reference.

The photographic equipment is complete, with a good motion picture camera and portable projector. Motion pictures are made of the Hetch Hetchy water supply construction and completed work, and the pictures shown in theatres, clubs, lodges and associations during bond campaigns and to show the people what has been accomplished for the water supply. There are also motion pictures of the Spring Valley Water Company's properties, made by this department, which were used in promoting the purchase by bonds of that company's holdings. Motion pictures were taken for the Playground Commission of festivities for the children and recreation camp at Mather.

HORACE B. CHAFFEE

Top—Henry W. Adami, making a photostat print. Center—View of photographic work room. Bottom—Harry B. Dodge and blue-printing machines

H. W. Adami, the photostat operator, knows his stuff and is not afraid of work. The photostat makes photo copies on bromide paper, which comes in 350-foot rolls and makes copies eighteen by twenty-two inches in size. It has a prism for reversing, and prints may be read in black and white. The equipment, made by the Photostat Corporation, costs about $1500. Cooper-Hewitt mercury lamps are used for lighting and the photostat is used for copying, enlarging or reducing maps, plans, books, magazines, blue prints, engineers' reports, etc. The birth and death certificates are copied each week for the Board of Health. The originals go to Sacramento for filing. When the method of describing city property was changed to lot and block numbers by Assessor John Ginty, every property owner received a copy of the location of his property and 1000 photostat sheets per day were made.

Harry B. Dodge, the blue printer, has had many

years experience, formerly with Eugene Dietzgen Company, and knows all about blue printing. Sun printing frames are no longer used. Blue prints, blue line prints, negatives and black lines are made on electric machines. One continuous machine costs $2500, and prints, washes, dries and rolls up the prints, and has a capacity of seventy-five yards per hour. Another machine, costing $1200, is for special work. We have large tables, wash tanks, steam dry room, and all necessary equipment. Blue prints are nearly always wanted in a rush, and producing them in the City Hall near the City Engineer's office saves time and expense.

Prints are made here for all construction work performed by the city—streets, boulevards, sewers, Esplanade, Hetch Hetchy, Municipal Railways, all public buildings, school buildings, fire houses, etc., for the Bureau of Architecture.

One big job we have every year is making seven sets of the Assessor's block books for the city offices. There are 6000 sheets fifteen by twenty-one inches to each set, making 42,000 blue line prints and 6000 negatives.

All work furnished other city departments is supplied at cost.

HENRY W. ADAMI

HARRY B. DODGE

Schools Aid in Chest Drive

HEADED by Ira W. Coburn, member of the Board of Education as colonel, the public schools of San Francisco have completed a division of team workers for the Community Chest campaign, March 4 to March 15.

This division is in addition to the Municipal unit in charge of Leonard S. Leavy, purchaser of supplies, which is composed of five battalions numbering leaders from the City Hall, Parks and Playgrounds, Department of Public Works, Police, Jails and Enforcement Offices, Fire Department and the Department of Health.

IRA W. COBURN

Colonel Coburn's co-workers in the school division include deputy superintendents, principals and teachers, many of whom have served the Community Chest cause in previous fund-raising endeavors.

While the principals and teachers have enlisted for the actual fund-solicitation, thousands of students are also helping the Community Chest.

Mrs. Ernest J. Mott, member of the Board of Education, is chairman of the School Coöperation Committee. Under her leadership a number of activities in support of the Chest campaign for $2,275,000 are under way.

A song writing contest is engaging the attention of students. This is under the direct supervision of Charles J. Lamp, director of music at Polytechnic High School. Covering all the schools, the contest is being conducted in three divisions. The latter are in charge of Miss Bertha Roberts, W. H. de Bell and John McGlade, deputy superintendents.

The lyrics will be judged by Alexander Fried and Arthur Garbett and the music will be judged separately by Alfred Hertz, conductor of the San Francisco Symphony, and Edward G. Stricklen, of the University of California Department of Music.

While the song writers are producing stirring lyrics for the Community Chest, Aaron Altmann, director of Art in the School Department, has inaugurated a poster contest among students in the senior and junior high schools and the seventh and eighth grades of the elementary schools. Entries will be submitted by February 8.

Following a process of elimination, the posters will be placed on exhibit at the Public Library February 20 to March 6, where they will be viewed by thousands of parents and friends.

Still another activity is a composition contest among students in all grades from the fourth to the eighth. This feature is in charge of Susie J. Convery.

The Department of Social Work of the Community Chest reports that during 1928 more than 160,000 persons—men, women and children—received kindly ministrations by Chest agencies.

Give to the Community Chest

Conquering Aviation's Greatest Enemy

By LYLE M. BROWN

AMERICAN telephone experts are grappling with what is probably aviation's greatest immediate enemy—lack of constant communication with airports to learn weather conditions in a plane's path hundreds of miles ahead.

"San Francisco Airport, this is Plane 20, fifty miles out of Reno. How is your weather?"

"Fog moving in from west. Will report later. Rain at Napa, coming south."

This imaginary conversation by radio telephone between airports and ships may become the usual thing, so that aviators may be warned in time to provide against weather hazards, which have, perhaps, been the cause of more mishaps and delays on regular flying routes than any other.

For the past two years, Bell Telephone Laboratories, Inc., of the American Telephone and Telegraph Company, have worked unceasingly to achieve a practical system of radio telephone talk between planes in flight and landing fields.

Experiments have been carried out by the Bell Laboratories on both coasts. In the East, at Whippany, New Jersey, the Laboratories were equipped with an especially built and equipped monoplane. In the West, a plane was supplied by the Boeing Air Transport Company.

While the radio telephone test was going on in the western states, work was also being done to develop a weather distribution system in California with headquarters on San Francisco Bay. In the weather experiment, there was close coöperation between the Pacific Telephone and Telegraph Company, the Boeing Company, the Department of Commerce, and the Guggenheim Fund for the Promotion of Aeronautics.

The radio telephone plans of the Bell Laboratories in this second year of experimenting, call for full scale tests during the present season.

Frank Flynn, Superintendent, Mills Field Airport, reading weather reports from other coast airports, transmitted and received by Teletype machines shown in the picture

Executive Vice-President E. B. Craft of the Bell Laboratories, photographed in the cabin of the experimental monoplane, showing radio telephone apparatus

The Boeing plane laboratory uses the transcontinental airway as a testing ground. The plane carries telephone and flying experts constantly working to perfect the radio telephone apparatus through more or less continual communication with airports along the route. They are seeking to perfect short-wave, two-way telephony for planes.

The laboratories first began experiments at Whippany, New Jersey, at the Radio Experimental Station of the Bell System. As a matter of fact, however, the work on radio telephony goes back to 1917, when Bell engineers established communication between an army airplane in flight and the ground. Successful telephone talk between airplanes in flight was also accomplished at that time. Scientific obstacles were encountered, however, which blocked further development. The problem was taken up again two years ago, and telephone and aviation authorities anticipate its solution.

As an independent project, but one that will be used with the plane-to-ground communication, full scale experiments on securing and distributing weather reports to scores of points are now being conducted in

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Play-grounds

By VEDA BERESFORD YOUNG

Secretary Playground Commission

MUSIC plays an extremely interesting and important part in the activities of the Playground Department. Ever since the inception of the Music Department, last year, remarkable progress has been made.

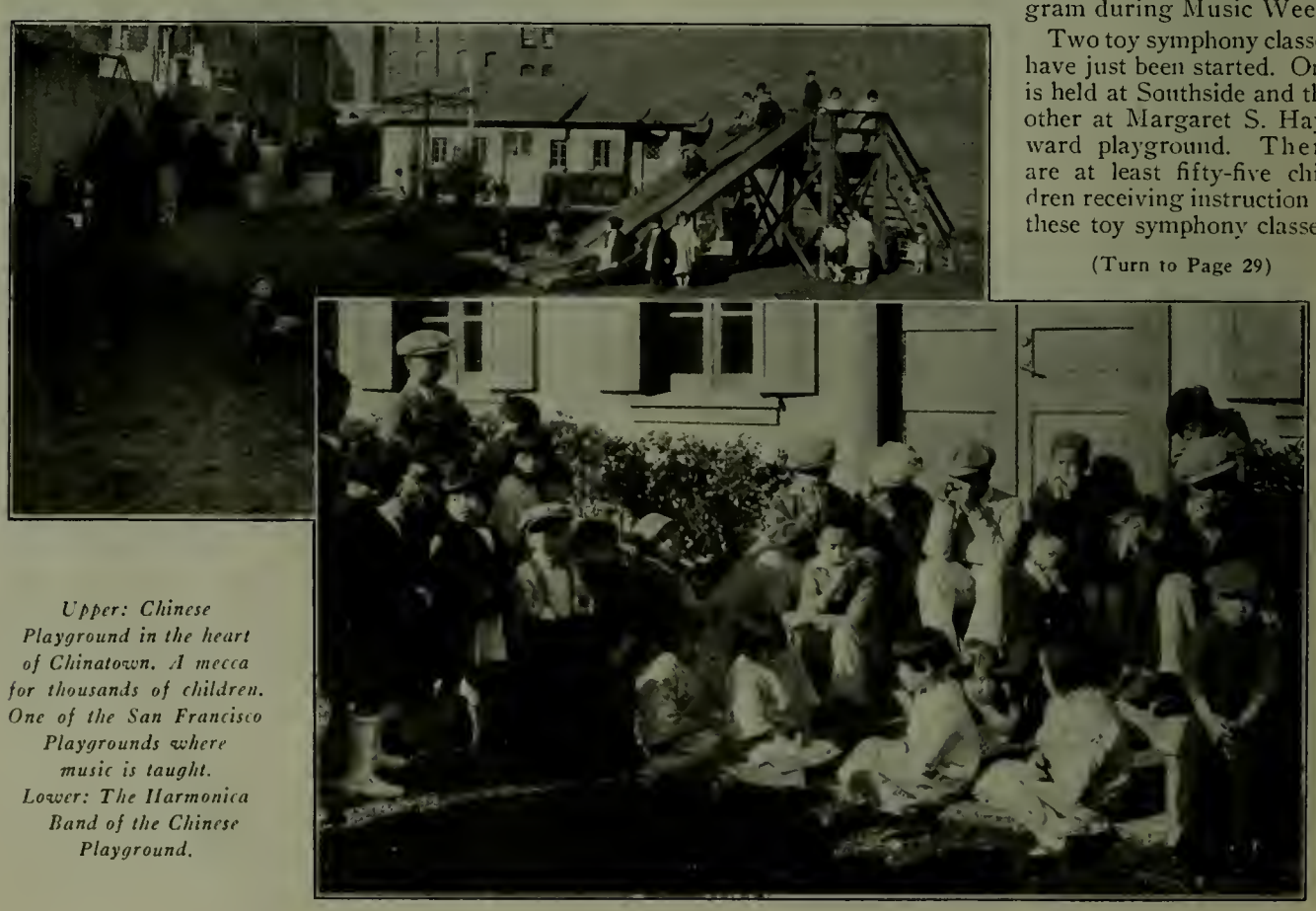
Longfellow said, "Music is the universal language of mankind." This has been demonstrated on the San Francisco playgrounds, where children of every nationality join wholeheartedly in the programs of music. Especially is this true at the Chinese playground. There is a boys' harmonica band at this playground, and several members have distinguished themselves. The Chinese girls' quartet is a remarkable group of sisters who are attracting noteworthy attention. They sing both American and Chinese songs, and at present are practicing Chinese Mother Goose rhymes.

These Chinese girls are members of a large family in which there are ten children. Their mother was born in America, while the father, who was one of the first Chinese dentists in San Francisco, was born in China. Both parents are musical. The daughters, who are members of the quartet, are all athletic. May Y. and Clara Y. Lee are both attending high school. Alice Y. Lee is manager of the Oriental department of the French American Bank on Sutter Street. Rosie Y. Lee is a secretary and bookkeeper in one of the largest Chinese exporting and importing houses. These girls will be on the Playground Department's program at the Civic Auditorium on May 4, during Music Week. This will give everyone an opportunity to hear and see this lovely group of Chinese singers.

The Italian group of boy singers at North Beach playground are making creditable strides with their glee club. A number from this group will participate in the playground program during Music Week.

Two toy symphony classes have just been started. One is held at Southside and the other at Margaret S. Hayward playground. There are at least fifty-five children receiving instruction in these toy symphony classes.

(Turn to Page 29)



Upper: Chinese Playground in the heart of Chinatown. A mecca for thousands of children. One of the San Francisco Playgrounds where music is taught. Lower: The Harmonica Band of the Chinese Playground.

Parks and Museums

By W. M. STROTHER

HERBERT FLEISHHACKER, President of the Park Commission and of the Board of Trustees of the M. H. de Young Memorial Museum, and the California Palace of the Legion of Honor, is making a tour of the world, accompanied by Mrs. Fleishhacker and their two sons, Herbert Jr., well-known Stanford football player, and Allen. The party will be gone several months.

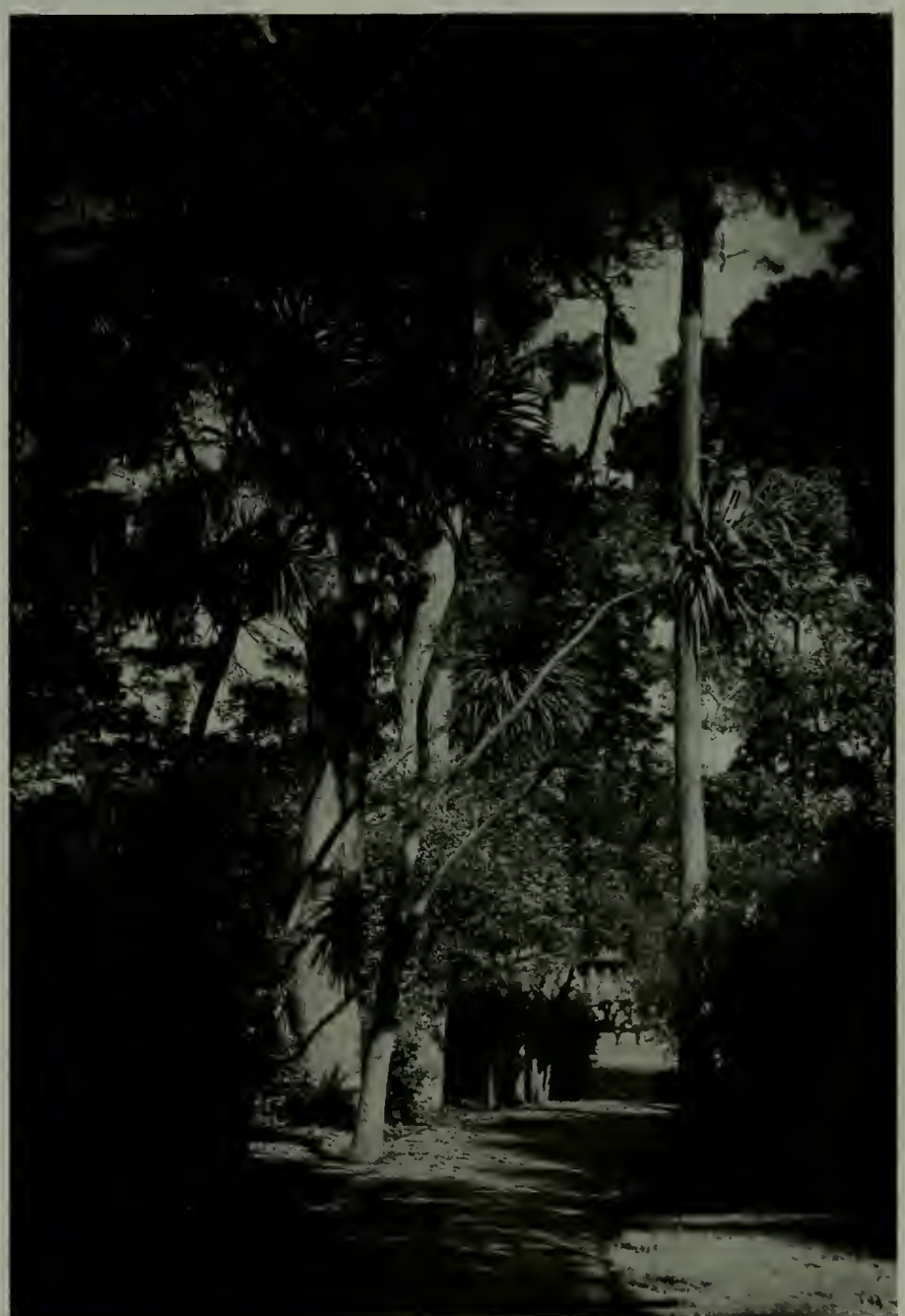
William Sproule has been appointed by Mayor James Rolph Jr., to his third term as a member of the Park Commission. Mr. Sproule's first appointment was in 1921.

Park Superintendent John McLaren will be the guest of honor at the Robert Burns birthday celebration of the Richmond St. Andrews Society, on February 9.

Negotiations are under way for the purchase of thirty-one acres of the top of Mt. Davidson as a City park. The location will include the cross and the site where the annual Easter morning sunrise services are held. An item of $15,000 was held over in the budget from last year for this purpose.

The Board of Supervisors has appropriated $10,000 for the improvement of Heroes' Grove near Funston Avenue and Fulton Street in Golden Gate Park. Superintendent McLaren is having loam and fertilizer hauled to the Grove.

The Portal of the Past beside Lloyd Lake in Golden Gate Park, together with some of the sheep which roam Lindley Meadow, formed the models for San Francisco's float in the Pasadena Tournament of Roses. The float took first prize in the Municipal Division of the celebration.



Through tangled growths of tropic verdure—Golden Gate Park

Superintendent McLaren has a crew of men working upon the Great Highway putting in loam, lawns and the bridle path, which will help to make this boulevard a show place. It is anticipated that the fifty-foot drive nearest the ocean will be completed and opened to the public shortly after February 1. It will

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A Court Decision Concerning Firemen, Policemen and Other City Employees

(Contributed)

A DECISION that may affect firemen, policemen and other city employees who are war veterans, recently was handed down when the State District Court of Appeal affirmed judgment of the Superior Court of San Francisco, granting a peremptory writ of mandate to Joseph F. McCarthy, a member of the San Francisco Fire Department, compelling the Civil Service Commission to give him an additional credit of three points on the fire lieutenant's eligible list because of his status as a war veteran.

The lower court judgment was rendered by Superior Judge Louis H. Ward. The appellate court decision was written by Associate Justice John T. Nourse and concurred in by Presiding Justice Joseph S. Koford and Associate Justice George A. Sturtevant. Petitioner McCarthy was represented by Attorney Charles R. Boden and the Civil Service Commission by City Attorney John J. O'Toole and Assistant City Attorney Thomas P. Slevin.

Prior to July 1, 1920, McCarthy was in the city and county service, employed successively by the Municipal Railway and the Fire Department. He served in the United States Army during the war, and after more than one year of army service he returned to the Fire Department. A year later he resigned, and from 1921 to 1926 McCarthy was out of the city and county service. This "break" of five years in his city and county service placed McCarthy outside the ranks of those veterans entitled to receive credit in promotional examinations in the Police and Fire Departments under the "veterans' preference act" in the charter.

In its brief, the Civil Service Commission, supporting the view, said:

"From the very nature of fact that the credits are applicable to promotional examinations indicates the prerequisite of a continuity of employment in the lower grade; a training or pursuance of activity in the lower rank up to the time when the successful candidate is elevated because of the examination.

"Such being the case, the person who is to receive the gratuity of credit is a veteran who shall have been in a lower grade of rank, to wit, service prior to July 1, 1920, up to the time of participating in the examination for promotion."

Disagreeing with this contention, McCarthy's brief replied:

"If the framers of the act and the voters had any such idea of continuous employment in mind, they most emphatically failed to give voice to it.

"Respondent (McCarthy) believes words stand for ideas and that language is to be taken in its ordinary meaning. The language here is clear. Veterans who shall have been in the city and county service prior to July 1, 1920, are to receive the credit of three points. Prior here means anterior, previous. It limits the time in which veterans who take such promotional examination had to be in the city and county service before they could take advantage of their war service in a promotional examination. The future has nothing to do with the provision 'shall have been . . . prior to July 1, 1920.'"

McCarthy's contention was upheld by Judge Ward; the Civil Service Commission appealed and the recent decision affirming the judgment of the lower court resulted.

Of interest to other firemen, policemen and city employees was this statement in the brief of the Civil Service Commission:

"If the decision of the Superior Court is permitted to stand it will foist on the language of Section 22, a meaning diametrically opposed to the intent which the framers of the amendment entertained when they presented it for adoption. It will have the effect to give to a veteran who, for only a month, a week, even one day, at any time prior to July 1, 1920, held employment in any capacity with the City and County of San Francisco, be it as a sweeper of the streets, a clerk temporarily employed in the department of elections, or as an engineer in the Board of Public Works, the credits which, on a promotional examination, should be granted only to a veteran who has worked from a date anterior to the first day of July, 1920, and who is seeking elevation in position."

Contending that this point was not raised in the instant case, McCarthy's brief stated:

"This is not a case of a temporary employee with service of a temporary nature for only a month, a week, even one day before July 1, 1920. Whether the temporary employee is entitled to this credit of three points does not concern respondent (McCarthy) or this case. That is a bridge that should be crossed when arrived at, in due time and under proper circumstances."

In view of the Civil Service Commission's attitude that a victory for McCarthy would open the door for many temporary employees before July 1, 1920, to get three credits in promotional examination in the police, fire and other city departments, it will be interesting to note action of the commission if such employees claim the additional credit of three points in future examinations.

The so-called "war veterans' preference act" of the charter has been once before the Supreme Court and twice in the District Court of Appeal since its enactment.

Conquering Aviation's Enemy

(Continued from Page 13)

California by the weather bureau with the coöperation of the Guggenheim Fund and the Pacific Telephone and Telegraph Company.

Meteorologists at the San Francisco Bay cities, Fresno, Bakersfield, and Los Angeles receive several times a day, by long distance telephone, weather data from observers at a large number of selected points in the territory tributary to these cities.

After exchange of this data, the experts forecast flying weather for aviators about to fly to other ports. Long distance operators connect stations by the sequence method at the rate of about thirty seconds for each call. Oakland, Fresno, Bakersfield and Los Angeles distribute the forecasts by telephone typewriters, transmitting messages simultaneously between a number of key airports.

The weather reporting experiment will continue for a year's time until next June. If both the weather system and airplane telephony prove successful, it is expected that they will be used in coöperation to defeat aviation's greatest immediate enemy.

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Technical Engineers' Union

By J. L. Slater, Jr.

HEARTFELT sympathy was extended by each member of our organization to President and Mrs. John Casey on the death of their infant son, Vincent Paul, on January 22.

Germain Miller was transferred to Eggert's survey party and Charlie Muller is now doing the talking in Garen's party, after three years with Eggert.

McCarthy has about finished the property acquisitions for the Merced Lands Park Panhandle, which project, when completed, will add greatly to the district around the south end of the City Land Association.

When interviewed in secret regarding the financial outlook for this year, Howard Miller, the big bond broker, reluctantly told us that many stocks are due to fall and many are due to rise, but in spite of all this, gold pieces would still be accepted as legal tender throughout the country. In concluding, Miller hoped that his advance information would not have any appreciable effect on the market.

Phil Williams was out on Cayuga Street near Mount Vernon lately, inspecting the installation of side sewers. Incidentally, considerable work has been done in that district.

According to Andy Garbarino, better work will be turned out by the field assistants from now on, as the new two-foot rules, graduated in tenths and hundredths of a foot, are available. Heretofore, the field parties were given rules graduated in eighths, which were a great inconvenience, so Andy was informed.

Inspector O'Dowd has been working at Twenty-ninth Avenue and Wawona Street, where a sewer was constructed. By the way, we rarely see Pat around the office any more.

Repairs to the Third Street bridge, under orders of the Board of Public Works, are about completed. Luke Curran was assigned to the job of inspecting the work.

After allowing the ground to settle for some fifteen months, an order came in to pave Grand View Avenue. Surveyor Coughlan was given the job of setting the curb stakes.

John Smithwick is now running transit for Flamm while Dennis and Farnum are doing the measuring. Lucky boy, John.

Assistant City Engineer Clyde Healy, accompanied by Chief Designer Henry Ohmen and Al Bowhay, recently drove to Santa Cruz via Pescadero and the beach road to familiarize themselves with local conditions near Waddell Beach, along the proposed highway to be built by Santa Cruz, San Mateo and San Francisco counties.

Occasionally the big he-man, Joe Mike, drops into the office for supplies but he doesn't stay long. Probably the stale (?) air indoors affects his constitution.

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THOMAS F. LEARY

M. E. HENDERSON

With the exception of a few years, Mr. Leary has served all his business career in an executive position with the Mueller Company. He established their first branch in New York City and was chosen to establish their Pacific Coast branch in San Francisco fifteen years ago. He was promoted to general manager of the western division two years ago. He has an extensive acquaintanceship with architects, engineers, and in the plumbing, water and gas industries throughout the Pacific Coast and western states.

Mr. Henderson served both in New York and in the factory office at Decatur, Ill., where he had charge of the Water Works Sales Department. In 1922 he was appointed assistant manager of the San Francisco branch and in 1927 was promoted to manager. His direct contact in manufacturing and his experience in the sales department has fitted him for the position he occupies and the friendship and confidence he holds with the trade is a testimony to his ability and personality.

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The San Francisco Hospital

By Mrs. Mae Himes Noonan

IT IS several months since the San Francisco Hospital has appeared in the MUNICIPAL EMPLOYEE. Our absence was not occasioned by lack of interest, but on account of pressure of work which made it impossible to give time to anything except the essential duties. Since the beginning of winter there has been a steady increase in the number of patients admitted, with the result that at the present time the hospital is taxed to its utmost capacity, beds even having been placed in the solaria. In the winter of 1928 it was concluded that a maximum had been reached, although we now find the patient load much in excess, as shown by the following brief tabulation:

Number of patients—
Jan. 15, 1928.....865
Jan. 15, 1929.....896
Jan. 31, 1928.....893
Jan. 31, 1929.....935
Feb. 1, 1928.....897
Feb. 1, 1929.....948

MRS. MAE HIMES NOONAN

Caring for this increased number of patients has not only added considerable work in all departments, but has been responsible for much sickness among the members of the hospital family, who have been working under a heavy strain.

We were happy during January to welcome back William Park, electrician, who had been absent on account of illness for a period of two months, and Margaret Sweeney, clerk, record room. She sustained injuries when she fell down the steps in the hospital, which caused her to remain away since last October.

Charles D. Fletcher, M. D., who completed an interneship in this hospital on May 31, 1927, was appointed assistant visiting physician, tuberculosis department, effective December 18, 1928. After leaving this institution he spent two years in New York specializing in the care and treatment of tubercular patients. We are pleased to have him with us again and know he will prove to be a valuable member of our staff.

Many changes have taken place on the resident staff. On account of the serious illness of his mother, J. Kenneth Donaldson, M. D., interne University of California service, found it necessary to submit his resignation. Clayton D. Mote was appointed to complete the unexpired term. Paul T. Pace, M. D., a former interne and house officer, has recently been appointed assistant house officer in otorhinolaryngology. Dr. Morris Gordon, Stanford interne, has been ill for several months, but at the present time is recovering. DeWitt Burnham was appointed to serve a portion of the time for him, and Phil Shumaker, recently appointed, will serve until Dr. Gordon is again able to resume his work. Dr. Roscoe Zieber, Dr. Perry Bonar and Dr. Carl Feldman are recovering

from recent illnesses, and it is anticipated that they will soon return.

Miss Margaret Dewhurst, X-ray therapy nurse, who was recently injured while on duty in the X-ray department, is making an excellent convalescence, and it is hoped that she will soon be able to resume her duties.

It is certain that all visitors to the municipal ward of the San Francisco Hospital are acquainted with the genial supervising nurse, Miss Alice Herkenham. In addition to her arduous duties in caring for city employees injured in line of duty, she is also responsible in a great measure for the activities of the San Francisco Hospital Nursing School Alumni, having recently been elevated to the office of president. Believing that our readers should know more of the Alumni Association, the writer appealed to Miss Herkenham, and she very graciously submitted the following:

"The high ideals and good work of the San Francisco Hospital and its nursing school are well known to every resident of San Francisco who is interested in the general welfare of the city and county. Among these residents is a comparatively small group who are particularly interested in the work of the San Francisco Hospital and its nursing school, and who wish to do everything in their power to aid in the progress of the school.

"All of the members of this group have at one time been employees of the city and county of San Francisco, and many of them still are. Whether they are or not, their interest is bound up with its welfare in a manner, I believe, distinct from any other group in the city; that is, for three years of their lives they have lived in the hospital itself, worked for and studied under the guidance of the San Francisco Health Department. Is there anyone looking back over their school days but feels a particular interest for the school they attended? How much greater that interest must be when for three years of your life your home is within that school, and associations have been built up in connection with it that will never be forgotten.

"It is such an interest that the San Francisco Hospital Nursing School Alumni feels for the San Francisco Hospital and its nursing school. Most of their meetings are devoted to ways and means of advancing the interests of the school. The result of one of the recent discussions was the establishment of a $250 scholarship to become effective in the spring of 1930. This scholarship is to be used for advanced study, and is to be awarded to the student holding the highest record in conduct, interest, theory and practice work. Other plans are under discussion which the alumni hopes to report in the near future."

Readers of the MUNICIPAL EMPLOYEE will be glad to know of the progress being made at the present time by some of the employees injured while serving the city: Corporal James Muldoon, Police Department, who was recently shot, is making excellent progress. Detective Sergeant Everett Hansen and Motorcycle Officer Arthur Bartells have also been among the recent patients. Motorcycle Officer Walter Thulander, who was seriously injured on December 26, is making a good recovery. On account of his condition, however, he is not allowed to receive visitors. David Culhane, Fire Department, and Ernest Hey, Board of Public Works, are convalescing and will soon be able to return to their respective duties.

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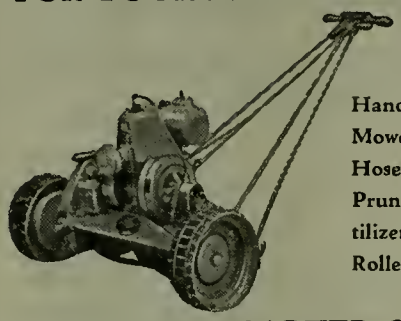

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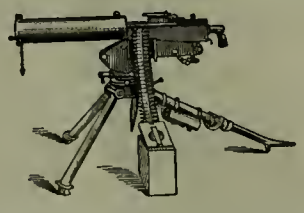

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City Attorney's Office

SYLVAIN D. LEIPSIC, one of the best known and most capable assistants in the office of City Attorney John J. O'Toole, has been elected for the seventh consecutive time as attorney for the Divisadero Street Merchants & Improvement Association. In appreciation of his past service, Mr. Leipsic was presented with a beautiful silver pen and pencil.

SYLVAIN D. LEIPSIC

This city may lawfully assume control and management of the War Memorial, according to a recent opinion of City Attorney O'Toole. In his opinion, Mr. O'Toole said the trust agreement between the original subscribers to the Memorial and the regents of the University of California, designated as trustees, permitted modifications at any time, provided the modifications met with the approval of the subscribers. He pointed out that nothing in the City Charter prevented the City from assuming control of the Memorial.

Assistant City Attorney Dion Holm returned January 9 from Portland, where he aided in organization of the Telephone Investigation League of America. He was unanimously elected vice-chairman of the executive committee.

Ray Taylor in New Assignment

RAY W. TAYLOR, for thirty years one of the outstanding figures in San Francisco newspaper circles, early last month was appointed by the Board of Public Works as chief claims adjuster for the Municipal Railways. Taylor succeeded James Toner, who resigned to become an assistant in the office of Public Defender Frank J. Egan. The office to which Taylor was appointed will be expanded to incorporate other branches of the Municipal Railways public relations department.

RAY W. TAYLOR

Taylor came to San Francisco in 1897 and for a time was employed on the *Chronicle*; subsequently he was detailed to "cover" courts in Oakland for the *Call* and the *Tribune*. In 1908 he became associated with the *Examiner* and remained there for seventeen years. For the last three years and up to the time of his municipal appointment, Taylor was connected with the *Bulletin*, having specialized in politics.

THE MUNICIPAL EMPLOYEE joins Mr. Taylor's legion of friends in extending heartiest congratulations.

Norman D. Cook Named as Aid to District Attorney

NORMAN D. COOK, one of the best known attorneys in San Francisco, and opponent of District Attorney Matthew Brady at the last two elections, has assumed the duties of deputy district attorney in Brady's office. Cook was appointed to succeed Joseph T. O'Connor, who resigned to enter private practice. In announcing Cook's appointment District Attorney Brady announced that M. L. Choynski had been assigned to the position formerly held by O'Connor, who handled all matters requiring the attention of the County Grand Jury.

NORMAN D. COOK

Cook has been assigned to one of the Superior Courts and took up his duties February 1.

In a public statement, District Attorney Brady said: "Since the last campaign the appointment of Mr. Cook to a position in this office has been urged by many of his personal friends, including prominent leaders of the bar.

"In selecting my assistants I am guided solely by a desire to get the best material I can. I repose confidence in the ability, integrity and honesty of Mr. Cook, and I have therefore appointed him to a position as deputy in this department."

Cook is a native of Hollister. He was admitted to the bar in 1907, following his graduation from Hastings College of Law in 1911. He has been in private practice in San Francisco since then.

One of the Portland and Seattle mail planes recently left Mills Field with a load of approximately 10,000 letters. The load weighed 242 pounds, and was the largest single total in the history of the Pacific Air Transport.

Alfred Hertz, maestro of the San Francisco Symphony Orchestra, has been chosen president of the Musicians' Club of San Francisco.

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START THE CHILD RIGHT

By Martha Adams
The Best Foods Home Economics Service

THROUGH all the "seven ages of man," the building and maintaining of health and vitality depends upon the right choice of foods. Today the most eminent scientists are placing in the hands of those whose responsibility it is to prepare three meals a day, the touchstone of knowledge, teaching us how to combine foods containing the precious elements which build rosy, lovable children, and keep them fit throughout life.

On a well-trained appetite depends the child's growth and endurance. The wise mother has learned that capricious young tastes are best educated through food that is not too highly flavored. The quart of milk a day, which is every child's birthright, supplies so many of the food elements needed for active little bodies that great variety is not necessary in the daily fare. If fruits—especially oranges or tomatoes—are eaten every day in addition to milk, sugar, which dulls the appetite for other foods, will not be needed nor craved. And needless to say, a child should have peace and quiet while he is eating. Delicate young digestions are easily upset by anger or fear.

When plenty of foods containing the protective vitamins are provided, the first steps have been taken to safeguard health. Mothers rejoice to learn that Nucoa takes a high place with the dairy foods, eggs and leafy green vegetables which supply the precious Vitamin A, which promotes lusty growth and wards off certain eye diseases. Nucoa contains Vitamin D as well, though no food yet discovered can take the place of sunlight as a source of this life-giving element. And an extra pat each day is real health insurance for the school child. For Nucoa's energy value, too, is very high, building vigor and endurance for work and play.

It is comparatively easy to plan the school-goer's home meals and see that they are properly eaten. And when the lunch box accompanies the child to school the wise mother can arrange its contents to delight young hearts and nourish adequately at the same time. A list of seasonable school lunch menus will greatly assist the preparation of this important meal, often put up in considerable haste.

The following is a menu sure to please and typical of many more which can be easily prepared:

Vegetable Soup in Thermos Bottle
Lettuce Sandwich with Best Foods Mayonnaise
Nut Bread Sandwich Rich Nucoa Cookies
Stuffed Dates
Milk

Nut Bread Sandwiches

Sift together three times, two and a third cups of flour, four teaspoons of baking powder, one-quarter to one-half cup of sugar and a teaspoon of salt, reserving a little of the flour. This should be sifted over one-half cup of chopped nut meats to prevent their sinking to the bottom of the pan. To these dry ingredients add one cup of milk, two tablespoons of melted Nucoa, and one beaten egg. Then beat vigorously. Fill a well Nucoed loaf bread pan two-thirds full and let stand fifteen minutes in a cool place. Bake in a moderate oven forty to fifty minutes, reducing the temperature gradually. This recipe will make ten or twelve sandwiches.

Times Have Changed

By R. R. Pardow
Vice-President, Crocker First Federal Trust Company

NOW that the old year has passed, the successful business man carefully scrutinizes the results of the year's work; examining his system of operation to see if the most modern methods are being used; inquiring about new ideas and new inventions which might improve his product or his sales. He must do it. A new machine alone, in the hands of his competitor, might put him out of business.

Knowing the value to his business of using the products of modern thought and experience, one might suppose he would realize that there may have been improvements applicable to his personal affairs. But no; in the majority of cases his research is limited to his particular business. When it comes to making a will, for example, he does as his ancestors did. He says: "I leave everything to my wife and children," appoints her executrix, and lets it go at that.

Astounding, is it not? It is as if this same man were going on a six months' trip and, having some money payable to him while he was away, should say to his wife: "My dear, Jones will pay back that ten thousand dollars while I am away; will you please invest it in whatever way your friends tell you is right?" It sounds fantastic, but it is just what he does when he makes the above-mentioned kind of a will—only in the case of the will it is worse, for by it he jeopardizes not ten thousand dollars, but everything his family has.

Who suffers by his thoughtlessness? Not he; he probably has a complacent feeling of having done the right thing. His wife and family suffer, generally most cruelly; and all because he has not troubled to learn that the modern way is to have those matters handled by the experienced, capable trust company.

Worse still is the man who makes no will at all—and there are a surprising number of them. He forfeits the hard-won right to have a voice in the disposition of his property, and leaves it to strangers to do this for him. It seems almost unbelievable that one could be so careless of his family's welfare.

Does such a one know that under the law of this state his children might be left without a penny? It is a fact.

Do not these vital personal matters deserve the same careful thought and investigation that one gives to his business?

The improvements in the methods of preserving property and preventing the old financial tragedies that so commonly befell widows and children are as great as those developed in the business field. They are centered in the modern trust company, and the facts are available to everyone who will ask for them. Old-fashioned ways are as much out of place—and as harmful—in one's private affairs as they are in one's business.

Under a resolution of the Board of Public Works, the Board of Supervisors has been urged to appropriate $485,000 from the recent sewer bond issue for the construction of two sections of a storm drain under Alemany Boulevard.

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Parks and Museums

(Continued from Page 15)

be a few weeks longer before the rest of the Highway will be ready. The drives are paved with red gravel base and have a two-inch surface of asphalt concrete.

De Young Memorial Museum

THE Board of Trustees of the M. H. de Young Memorial Museum has advertised for bids for the new unit to the building, which was described in the December issue of the Municipal Employee. Plans and specifications are complete and the wrecking of the old Egyptian unit and Royal Bavarian Palace are about finished. The fine new structure will stand immediately back of the entrance tower and will take some months to complete.

Curator George H. Barron has announced that the San Francisco Branch of the League of American Pen Women will hold their annual Book Fair this year at the Museum. Mrs. Frederick H. Colburn, chairman of the committee in charge of the event, states that the Fair will be open to the public beginning February 17, and the show will end on March 17. Exhibits will include the de Young Museum's collection of ancient seals and copy of the Rosetta Stone; the Sutro scrolls from the State Library; the rare Shakespeare folios from the San Francisco Public Library; the Manley Hall Oriental book collection; prize-winning books from prominent San Francisco printers; and a graphic arts display from one of the big paper houses; in addition to many other items of great interest. A program of music and talks on books will be given at 2:30 p. m. each Thursday during the Fair. For the two weeks following the Book Fair the artist members of the Pen Women's organization will hold an exhibition of their paintings at the Museum as they did last year.

Palace of the Legion of Honor

TWO wonderful Christmas presents to the California Palace of the Legion of Honor were announced by President Herbert Fleishhacker of the Board of Trustees, but too late for mention in last month's Municipal Employee. One gift consisted of seventy-nine more of the rare and valuable Arthur Putnam bronzes, mostly animal sculptures. The artist was a former partner of M. Earl Cummings, of the Board of Trustees of the Palace. The donor was Mrs. Alma de Bretteville Spreckels, who gave the magnificent building and many of the exhibits to the City, and who is also a member of the Board.

The other gift was a deed to a million dollar art collection of fifty-three great paintings, some period furniture, and tapestries, given by Mrs. Henry K. S. Williams, a native of San Francisco but now a resident of New York and Paris. The collection is in the latter city and will remain in the possession of the donor and Mr. Williams until their deaths. Mr. Williams also placed in trust with the National Bank of Commerce in New York another $1,000,000 in securities, the income to be paid to him and Mrs. Williams during their lives and afterwards for thirty years to be used to add to the other art collection, which will come to the California Palace of the Legion of Honor at their deaths. In the five years following that period the trust estate will be liquidated and both principal and income be used to add to the collection, which will be called the "Mildred A. Williams Collection."

Playgrounds Plan

(Continued from Page 14)

Many of the children of San Francisco are occupied these days in writing songs about San Francisco's playgrounds. There is a contest on for the best playground song. Already numerous verses have been received, but it is not too late to submit a lyric, because the contest does not close until March 23.

The work of the Music Department not only

Chinese Girls' Quartette—four sisters. Left to right—May Y. Lee, Clara Y. Lee, Alice Y. Lee, Rosie Y. Lee

includes quartet, choral, harmonica bands, toy symphonies and glee clubs, but the presenting of operettas as well. The splendid foundation built by this department, through its service last year under the able direction of Mrs. Marie V. Foster, assures a far greater success for this year's and future activities.

Senator Phelan Re-elected President of Playground Commission

Former Senator James D. Phelan on January 10, was re-elected President of the San Francisco Playground Commission at the annual meeting held in City Hall. Mrs. Sigmund Stern was re-elected vice-president. The following committees were appointed:

Finance, Constant J. Auger (chairman), George Hearst and Daniel C. Murphy; Play, Mrs. Sigmund Stern (chairman), Miss Alicia Mosgrove and Constant J. Auger; Grounds, John McLaren (chairman), Mrs. Sigmund Stern and George Hearst; Camp, Miss Alicia Mosgrove (chairman), Constant J. Auger and John McLaren.

Six new playgrounds and seven new schoolyard playgrounds were opened last year, according to the annual report of Miss Josephine D. Randall, Superintendent. The playgrounds had an approximate attendance of 3,679,258 during 1928.

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(Continued from Page 8)

amendment during the campaign, but owing to the size of the ballot and the big general "No" vote, coupled with no expenditure of money in advocating the measure, it went down to defeat. Of course it was not understood by the voters, or it would have received their approval because of its fairness. However, the unfair situation can be remedied by ordinance, and it is our hope that the Supervisors will attend to same in the coming budget.

During the last year we have had several skirmishes with the Civil Service Commission, and not in every instance have we been able to prevail upon these gentlemen to coincide with our point of view. We feel, however, that we are getting acquainted, and may carry off a decision or two some of these sunny California days. Anyway, our president is an optimist in this respect. If you want to get a rise out of Syl, ask him about that bookkeepers' examination.

We are still waiting, not patiently, for wage adjustments, but the Finance Committee of the Board of Supervisors and the Board itself are still hanging their hats on the standardization hat rack. It is sure a convenient old rack, but it is all worn out. Guess they will play with it though until it goes in the wake of the old "one-hoss shay." The Civil Service Committee of the Board of Supervisors, the Civil Service Commission and the "Board of Experts" are wrestling desperately with the classification schedule and apparently determined to continue without due regard to procedure as laid down in the act and agreed upon at the time the piece of legislation was framed. We might as well let them play with it a few months longer, and then have to do it all over again, because they wish to follow their own procedure rather than that prescribed in the law. In the meantime the hat rack may become dust. We are anxiously awaiting an opinion from the City Attorney on this point. Our case has been submitted in a brief by our attorney, Theodore Johnson, and we are willing to rest on it.

We have communicated with all officials dealing with the taking over of the Spring Valley Water Company properties relative to wages to be paid those employees. We are insisting that they be paid similar wages for similar work in comparison with employees now working for the city. This is only fair, and we expect that our request will be met at the proper time. We have received a few more applications for membership from employees of the company, but extend a hearty welcome for the others to come in. Come in and help us help you. That is the proper spirit, and especially so at this time of the year. Send all applications to the writer, who is secretary of the Association, at 2940 Sixteenth Street. Entrance fee is $3.00, which includes the first month's dues, which are $1 per month thereafter.

In closing let us remind the clerical and semi-clerical workers that this is the only organization of city employees which is of any material help to you. No other organization is interested in your wages or working conditions. We are. We will fight to maintain your civil service standing at all times. We deliver to you in the pay envelope rather than with hot air conveyed by printer's ink. Our Association is one for all and all for one. We cannot conceive of the idea of all for a few. Get in where you belong. We need you and you need us to make this year one that will count for all of us.

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The Election of 1928

(Continued from Page 10)

The voting machine is sometimes criticized and a preference expressed for the paper ballot because the critic feels he has some advantage in this particular over the voting machine.

In no secret system of voting, whether with paper ballots or voting machines, is it possible for the voter to see his vote counted. If the voter could see it counted and recognize it as his own, then someone else can see it counted and by the same identifying sign recognize and identify it, thus destroying the quality of secrecy.

What the voter wants to know is, that his vote has been counted; and, the method of voting and counting his vote, which gives him the strongest assurance that his vote will be counted exactly as he casts it, ought to win his approval and support.

In voting with paper ballots—the voter goes to the polls and receives a paper ballot which he must mark in a prescribed fashion under penalty of losing his entire vote. Assuming he has so marked it, he hands it to an election officer, and, if he is a cautious voter, he may wait long enough to see it go into the ballot box; then, he loses sight of it forever.

It contains, though often imperfectly, the indication to election officers as to how they shall count the vote for him in his absence. He must trust entirely to their ability and honesty to do it. He cannot see it counted nor can he know that it will be properly counted except to the extent of his confidence in the ability and integrity of the men and women who do the counting, and, how often has experience shown his confidence to have been utterly abused.

With voting machines, the voter stands in front of the machine which cannot be operated or its record otherwise changed except by his own act. Even if all the people in the room are corrupt, his vote—or the vote of any voter who preceded him—cannot be changed without positive detection.

Whenever a voter pulls down the pointer over a candidate's name, that candidate receives the vote after he moves the red lever over to the left. The vote is instantly counted—not by an election officer but by the voter himself.

How does he know it is counted? When the machine is opened, at the close of the polls, the votes appear in unchangeable figures, properly accredited to each and every candidate of all the parties.

There will be no drawing out and destroying of excess ballots, as is done with paper ballots, because it is mechanically impossible for the aggregate vote for an office to exceed the number shown on the total counter. In other words, the vote for each candidate will be there in unmistakable, unalterable figures and in plain sight but out of the reach of either honest or dishonest election officers.

At the election on November 6, 1928, in precincts where paper ballots were used, election officers, with but two exceptions, abandoned the canvass. New officers had to be sworn in to finish the long and tedious count.

Since 1923 I have conducted all the elections for officers of the student bodies of all the Junior High Schools with success, and in about two years we will have educated voters on voting machines, in fact, they will know what an election means and how it is conducted.

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The personnel of the Board of Health—all devoted civic workers—includes: Frank J. Klimm, president; Dr. Alex. S. Keenan, Dr. James W. Ward, Dr. William W. Wymore; Laurence Arnstein, Jr., Arthur H. Barendt, Arthur Sharp; Dr. William C. Hassler, health officer; Edward M. Coffey, chief clerk and statistician; Dr. Arthur A. O'Neill, city physician; Dr. T. D'Arcy Quinn, city physician; Dr. Joseph F. Poheim, city physician; Dr. Edmund Butler, chief surgeon, Central Emergency Hospital; Dr. Leon M. Wilbor, superintendent San Francisco Hospital, and Charles M. Wollenberg, superintendent, Laguna Honda Home.

* * *

"Blame the Mayor"

MEN in public life always are subjected to criticism, much of it unfavorable and most of it unwarranted. No man in public life escapes the harpings of malcontents, the ravings of disgruntled politicians. The great Mayor of a great city is no exception to the rule; in fact, it seems to be the favorite indoor and outdoor sport to "blame the Mayor" for everything. You will find some of the things for which the Mayor is "blamed," if you turn to page 21.

* * *

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A Greater Hospital Service

SAN FRANCISCO readily recognizes its own needs as attested by the voters in approving at the last November election the $3,500,000 bond issue for betterment of Health Department needs, and so it is only to be expected that there are already prepared plans for the kind of future hospital unit of which any city may be proud. And to Dr. William C. Hassler, Health Officer, is due the thanks of this city's citizenry for formulating with his colleagues plans for a greater hospital service. An article in this issue of THE MUNICIPAL EMPLOYEE tells of the various hospital units as proposed under the $3,500,000 bond issue.

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FRANK J. KLIMM

President, Board of Health

FRANK JOSEPH KLIMM

A BUILDER—aggressive and dynamic—two qualities that are rare in public office, make Frank J. Klimm, president of the San Francisco Board of Health, a pleasant subject for a pen sketch.

Perhaps one reason why Mr. Klimm has accomplished so many results for the Board of Health is that he never talks about plans until they are under way. When he talks of a Board of Health improvement, inspectors of that Department already are on the job.

There is one certain way to judge the smallness or the greatness of a man's spirit and that is by his personal use of power. Frank Klimm remains at all times an approachable, friendly man. He knows nothing about "extra time," nor is he looking for any personal adulation. He is ready to accord anyone at the first possible moment a friendly hearing, and shows always a willing desire to coöperate in any work consistent with the Board of Health.

IN THESE ways Mr. Klimm shows qualities of greatness. He is a man completely concentrated on his job—rather than upon himself. That is one of the reasons why the voters at the November, last, election approved overwhelmingly the $3,500,000 bond issue for betterment of the city's Health Department. Mr. Klimm unstintingly had devoted seven weeks' time to promote the bond issue — seven weeks of personal contact with the voters, explaining to them the imperative necessity for approval of the bond issue — a worthy act of humanity.

Mr. Klimm is proud of the fact that he was born South o' the Slot, (June 19, 1876), on Mission, between Seventh and Eighth streets, within a stone's throw of the present Board of Health offices. He is a son of Peter and Madeline (Keisling) Klimm. He was educated at the old Lincoln Grammar School and at the twenty-first annual reunion and banquet of old-time pupils of that historic school, held at the Palace Hotel, February 12, he was admitted to membership. Only those who were pupils at the school between 1865 and 1896 were eligible to membership this year.

AFTER leaving school, Mr. Klimm got together a set of plumbers' tools and, in his own words: "I started plumbing and have been at it ever since." In 1897 he entered the plumbing, heating and electrical supplies business for himself. During the last few weeks the Frank J. Klimm Plumbing Company was incorporated. Mr. Klimm presented all of his employees a nice block of stock in the new company.

Mr. Klimm entered public life January 11, 1910, when former Mayor P. H. McCarthy appointed him a member of the Board of Health, the term having been an unexpired one and ran for a year. In the following December Mayor McCarthy appointed Mr. Klimm for a full term of seven years on the same Board. Recognizing Mr. Klimm's ability as a civic worker, Mayor Rolph, on December 23, 1917, appointed him to another seven years' term on the Board. In 1924 the appointment was remade and Mr. Klimm was awarded another seven years' term. His present term will expire in 1931. Mr. Klimm, on January 14, 1926, unanimously was chosen by the members of the Board of Health as its president. Each succeeding year he has been tendered the same honor.

In his political views Mr. Klimm is a Republican. He is a member of the Royal Arch Masons; Royal and Select Masters of California, Knights Templar; Islam Temple Shrine; Royal Order of Jesters; Native Sons of the Golden West; Olympic and Elks' Clubs; chairman of the extension of order of B. P. O. E.; past national director of the Sanitary Engineers Association; charter member of the San Francisco Rotary Club; member of the San Francisco Plumbing Association.

Mr. Klimm is a man of sterling character, sound judgment in business and civic affairs; he is open-hearted and straightforward in manner; he is cordial and unaffected. He has the confidence not only of his colleagues on the Board of Health, but of the entire city administration.

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Health Department's Program

By DR. WILLIAM C. HASSLER
Health Officer, San Francisco Board of Health

THE Health bonds having been adopted by the people by a very substantial majority on November 6 last, the Board of Health is now proceeding as rapidly as circumstances will permit to carry out the intent of the voters. While the money from the bonds is not yet available and probably will not be for some time to come, the Board of Health feels that it is necessary to proceed and lay out at least some sort of a preliminary program to meet the issue.

At a meeting between members of the Board of Health and a number of physicians interested in psychiatry and cancer study held on November 26 an extended discussion was had in regard to the type of building that should be erected.

More Land Needed

It is the intention, if possible, to secure that parcel of land lying north of the present San Francisco Hospital and occupied by St. Catherine's Home, and construct on that land two separate buildings, one to be known as a cancer institute and the other as a psychopathic ward, with plenty of space in between to give the patients from each of these divisions ample room for sunlight, air and outdoor exercise where the physical condition of the patient will permit.

A suggestion was offered that the new buildings be constructed along the lines of a ten-story type, but this did not seem to meet with much favor. The idea prevailed that if the land is taken over and the city builds, it will continue the architectural scheme of the existing San Francisco Hospital main group.

DR. WILLIAM C. HASSLER

THE Board of Health has transmitted to the Board of Supervisors a resolution asking that body to advertise immediately for sale the health bonds approved at the last election. It was pointed out in the resolution that no plans can be made and no arrangements perfected for the construction of the additional wards on the roof of the San Francisco Hospital or the building of any units at the Laguna Honda Home to take care of the added numbers of sick that annually are demanding admittance into the Hospital, until the bonds are sold.—The Editor.

These plans necessarily are embryonic in character and may be subject to changes and adoption of new suggestions, but the general idea seems to prevail that two separate buildings would meet all requirements to better advantage.

Additional Hospital Units

According to the bond issue as adopted, these two buildings, including the cost of land, will entail an outlay of $863,750. There will be two additional units of forty beds each added to the Tuberculosis Preventorium at the San Francisco Health Farm which, with equipment, will cost $70,000, and the completion of necessary road work within and about the Health Farm, building of gates and fences, will cost $58,100 more.

The construction of additional units at the Laguna Honda Home, cost and equipment, $817,500, has not been discussed as yet, but it is the intention of the Board of Health to carry out fully the plans as originally submitted to the voters.

As soon as plans can be worked out arrangements will be made to proceed as fast as possible toward the adding to the existing ward buildings and to the present tuberculosis hospital on the San Francisco Hospital site at a cost of $365,000.

The Central Emergency Hospital will be enlarged and a Health Building erected on city-owned land adjoining the present site of the Central Emergency Hospital.

The Board of Health realizes the responsibility that has been placed upon it in the confidence reposed in it by the people who by such a liberal vote unhesitatingly appropriated $3,500,000 for this work.

Mission Emergency Branch San Francisco Hospital

Tuberculosis Department, San Francisco Hospital

Some Noted Autobiographies

By Anne M. Farrell
Head of Fiction Department, Public Library

A GOOD autobiography has some of the tang of a bit of amusing gossip, which, while being totally harmless, is still highly intriguing.

The chief claim to fame of the autobiography is that it gives a more or less authentic picture of the life and times in which it was written. Granted, an egotistical biographer may inflict the reader with tales and deeds of his own doing, and quite often of his own invention; the fact remains, however, that we are able to visualize historical events better if we have read an account of just how those events appeared to one who lived at a given period.

Cellini's Autobiography

One of the outstanding autobiographies of all times is that of Benvenuto Cellini. Crass, clever, bold, wicked, brilliant, sensual and cynical—one cannot list all of his many faults and failings. On the other hand, as if to balance the scale, Cellini was a gifted writer and a distinguished sculptor. In the case of Cellini, as often happens to individuals marked with the exacting hand of genius, his many vices and failings almost ruined on one side what his talent performed on the other.

This remarkable Italian lived in the early part of the sixteenth century. The story of his life is a frank confession of his misdeeds, which were many and varied, and some vivid enough to make the hardened sinner of today gasp with astonishment at the originality of his adventures. It is lamentable that the exquisiteness of his art is known to but a few, while his autobiography is the food of millions. One of the many remarkable pieces of sculpture that Cellini created was the beautiful statue "Perseus."

Delineates Wickedness

The autobiography of Cellini has been termed the most unflinching in all history, for he never spares himself in his delineation of his wickedness. However, it must be said that his story is well told, with a gay touch, and is a true picture of the time in which he lived.

Pepys, Evelyn and Franklin

Two interesting English autobiographies appeared about the same time, in the middle of the seventeenth century, but that is the only similarity these two works boast in common. The Diary of John Evelyn is the careful reminiscence of a scholarly writer, who accurately describes the days of Charles II. It is fine irony that his contemporary, Samuel Pepys, the gay cynical spirit with his pen dipped in bitterest sarcasm, has achieved more popularity than the stately correct Evelyn.

POSSIBLY the modern Don Juan is a victim of Freudian complexes and does not dare reveal to the world his faults and failings, or maybe he prefers to hide his iniquities from a puritanical society, which might not smile with amusement while chiding the culprit for his naughtiness, says Miss Farrell in this interesting article on noted autobiographies, old and new.

Pepys Quite Shocking

Pepys leaves nothing to the imagination; he describes in minute detail events that came to his notice, much of which is the most malicious gossip, and all is quite shocking. In "The Amenities of Book Collecting" Pepys' Diary is spoken of as the one book that nobody desires in the original. So great is its salacious flavor, that it must be expurgated to be read at all. Pepys' work is characterized by an individual style, having an old-world flavor, which only accentuates the racy gaiety of the book.

The autobiography of Benjamin Franklin is the only outstanding autobiography that America has produced. It is an accurate account of the eighteenth century, told by a great man, in plain language. The style of the book is so simple and readable that it has found great favor with the younger generation, who recognize in it a masterpiece of narration.

"The Confessions of Rousseau"

"The Confessions of Rousseau" is, with the possible exception of Cellini, the most popular autobiography that has been written. Like Cellini, Rousseau tells the intimate story of his life, sparing no detail, and entering with vivid description into the most sordid account of his deeds and misdeeds. His tale is more egotistical than that of Cellini, and he has not the same adherence to truth. Rousseau would like his audience to consider him a great soul bowed down by circumstances over which he had no control, while in reality Rousseau was an interesting scamp, who could write entertainingly, but was too fond of voicing his own whims and opinions.

Among the more modern autobiographers, Henry Adams achieved considerable popularity a few years ago with his "The Education of Henry Adams." It is well written, a bit dull in parts, and deals "with ideas rather than events, with failures rather than successes, and with other people more than with the writer himself."

Huneker's "Steeplejack"

James Huneker's "Steeplejack" is a volume which fits an occasion when one desires a good book that will hold the attention, and at the same time amuse. "Steeplejack" is filled with clever remarks, anecdotes of famous folk, quotations, and accounts of many and varied types of people and places. The book is in two volumes, and it is with regret that one puts down the second volume, wishing that the author had continued his memories to still another volume.

"Theodore Roosevelt's Letters to His Children" and his "Autobiography" are both interesting documents. The former gives us a picture of the man at home, far removed from the public eye, a more intimate portrait perhaps than his autobiography, which tends to mirror his public life, with comments and reflections.

"The Americanization of Edward Bok," by Edward Bok, and "The Story of My Life" by Helen Keller are both worthy of comment, and have achieved a certain popularity.

Whether any contemporary autobiography will live in the annals of literature is something that time alone can tell. It is safe to state, however, that no one as yet has produced any work in this field that measures favorably with the work of Cellini, or even Rousseau.

Possibly the modern Don Juan is a victim of Freudian complexes, and does not dare reveal to the world his faults and failings, or maybe he prefers to hide his iniquities from a puritanical society, which might not smile with amusement while chiding the culprit for his naughtiness.

San Francisco's New Aqueduct Tunnel

By L. B. CHEMINANT
Assistant City Engineer

THE announcement of the "holing through," or completion of tunnel driving of the aqueduct tunnel through the foothills of the Sierra Nevada from Moccasin Power House to the San Joaquin Valley has aroused additional interest in the city's gigantic mountain water supply project.

This tunnel, nearly sixteen miles long, is divided into two sections by a pipe line a half mile long, crossing under the Tuolumne River at Red Mountain Bar. The westerly section was driven from four working points, two of which were shafts sunk to facilitate the work of tunneling and lining the tunnel with concrete. The first shaft was begun in January, 1926, and this tunnel "holed through" in April, 1928. Since then, the crews of A. Guthrie & Company, contractors, and the city's day labor employees under Construction Engineer L. T. McAfee, one of Chief O'Shaughnessy's able assistants, have been placing concrete lining in the tunnel wherever it was considered possible that the rock walls might cave in or allow leakage of water through seams.

Hetch Hetchy Aqueduct, Foothill Division—Moccasin Portal Tunnel Heading

On driving this tunnel, the day labor crews of the City Engineer made a record of 803 feet of tunnel driven in one heading in one month, a record that is all the more creditable in that it was done in the month of September, 1927, in which there were only twenty-nine working days. Tunnel work is carried on day and night, summer and winter, rain or shine, except for major holidays.

On the section of tunnel five and one-quarter miles long from Red Mountain Bar to Moccasin, conditions were less favorable. Part of this was driven by Contractor T. E. Connolly and part by the city's forces. To get supplies to the site of the contractor's camp the city built and operated an aerial tramway with a span of 2295 feet across the Tuolumne River. Water pipes to this camp cross the river, at the same point, hanging from cable suspended from cliff to cliff. Work in this tunnel was begun in June, 1926, and completed in December, 1928. The contractor worked from one side of the mountain, the city's forces from the other. Under the summit of Moccasin Peak, with the tunnel 1700 feet below the top of the mountain, working in the hardest of rock, the miners found another difficulty to contend with. As the drills pounded their way into the rock they intercepted open seams carrying large bodies of water under high pressure, the maximum being 700 gallons per minute at 380 pounds per square inch pressure. To shut off these seams they drilled a series of holes around the circumference of the tunnel and through these forced cement grout into the seams by means of a compressed air gun with a maximum pressure of 625 pounds per square inch. After the cement had set, drilling and blasting were resumed. In the year from July, 1927, to June, 1928, the grouting operations consumed sixty-five days which otherwise would have been used in driving tunnel. In November, 1928, in passing through a shattered zone ten feet thick, sixty-six grout holes were drilled and 606 sacks (thirty tons) of cement were forced into them.

Hetch Hetchy Aqueduct, Foothill Division—Oakdale Portal

Of the total length of sixteen miles of tunnel, seven miles are being lined with concrete and nine

miles will be without lining. The lined tunnel is finished with a circular top and vertical sides and is ten feet three inches high and ten feet three inches wide. The unlined section is of practically similar shape but is thirteen feet four inches wide and fourteen feet three inches high.

Lining operations and other work around Moccasin will occupy about a year. As the men and equipment are released from the Foothill Division they are transferred to the Coast Range Division, the twenty-nine-mile tunnel through the Livermore hills, where work is now being carried on under C. R. Rankin, construction engineer. The Coast Range tunnels will be described in a subsequent issue.

Hetch Hetchy Aqueduct, Foothill Division—Hetch Hetchy Junction Shaft

Highway Program Speeded Up

CONSTRUCTION work on every section of the Bay Shore Highway, considered the most important "good roads" job ever undertaken for relief of traffic congestion from San Francisco down the peninsula, will be in progress by April 3, it is announced by the streets committee of the Board of Supervisors, composed of Supervisors Andrew J. Gallagher, Fred Suhr and Alfred Roncovieri.

In a report on the project the committee states:

"Bids to be received on Section 'C' of the highway, between Paul Avenue and Third Street, will approximate $80,000, it is estimated by Assistant City Engineer Clyde E. Healy. In coöperation with the State Highway Department, Healy and the streets committee have been pushing the Bay Shore Highway job ahead for the past year, with portions of the artery already opened to traffic.

Connection With Bridge

"The section passing San Francisco's airport at Mills Field is now a popular stretch for traffic down the peninsula, affording marked relief. The road, when completed into San Francisco, will form an important connection with the new bay bridge between San Mateo and the East Bay. Hours will be saved by motorists using the direct bridge-highway route to San Joaquin and interior California.

"The highway in San Francisco's limits is approximately three miles long and the paving will be 100 feet in width, with 12.5-foot sidewalks. The very latest type of construction is used—an eight-inch concrete base and a three-inch wearing surface, or a total of eleven inches. The pavement, according to Engineer Healy, is the heaviest now being laid in any place in the United States, and is designed to take care of future heavy truck traffic to be carried in inter-county business.

To Be Open in 1930

"The section in San Francisco County will be completed and opened for traffic by January 1, 1930, and will cost approximately $2,000,000, including the necessary rights of way.

"In addition to the road construction there will be installed an ornamental lighting system with underground conduits, and all the necessary traffic safety devices. Pedestrian subways are being constructed at strategic locations to take care of school children and pedestrians.

Fourth Relief Road

"An additional highway, to extend the Junipero Serra Boulevard, will be under construction shortly by the City and County of San Francisco, from Sloat Boulevard to the county line, to carry the same general width as the Bay Shore Highway. This project is now being actively pushed ahead by a highway district composed of San Francisco and San Mateo counties. This highway will be a direct extension of the present Junipero Serra Boulevard, through the town of Colma, and behind the cemeteries, connecting with the present Camino del Mar, near Baden. The final destination of this road, however, is on a direct line to and connecting with San Antonio Avenue in Burlingame, and from there continuing south, on a route to be later determined, with the existing road or roads in San Mateo and Santa Clara counties, thus affecting a fourth relief road down the peninsula.

Ocean Shore Highway

"Another piece of highway construction of interest to the peninsula and San Francisco is the Joint Highway District, which has for its purpose the widening, straightening and improving of the Ocean Shore Highway between San Francisco and Santa Cruz. The preliminary proceedings for the formation of this district have been completed, and the necessary engineering estimates made. It is expected that some construction work on this highway will be undertaken during the present year.

"Potrero Avenue, at its connection with this highway, has been rebuilt to connect with the traffic arteries of the city.

"The State of California, through its Highway Commission, is now actively engaged in completing the link between the county line of San Mateo County and the town of South San Francisco. The highway from South San Francisco, including the underpass under the Southern Pacific right of way, is now in service to the southerly boundary of the city of San Mateo.

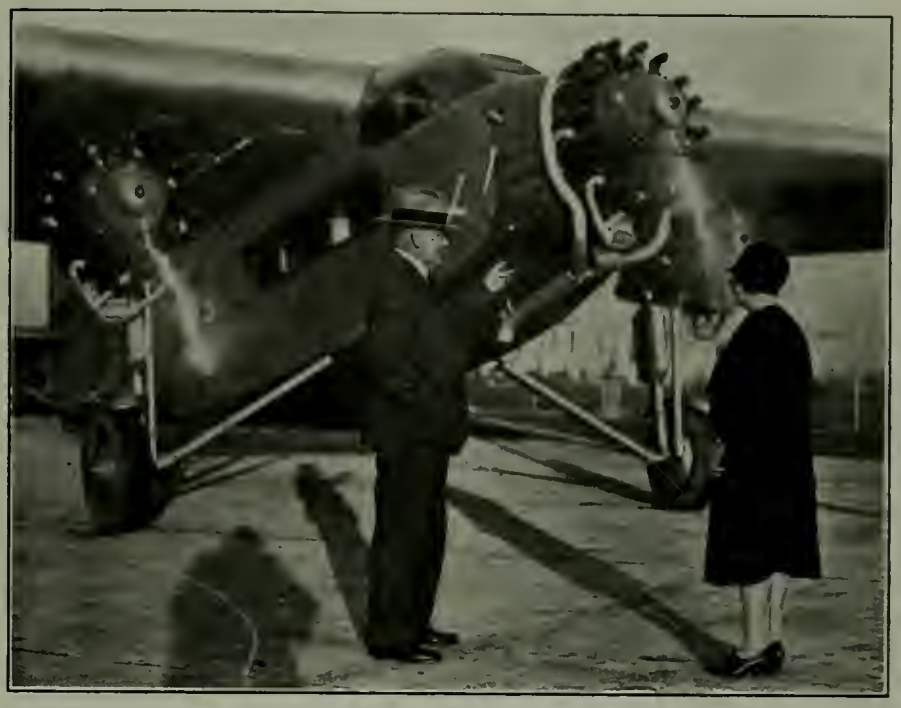
All on the Wing at Mills Field

THE February report of business at Mills Field, San Francisco's municipal airport, shows 2085 flights with 3217 passengers, a gain of approximately 20 per cent over January and 90 per cent over February of last year.

The report, made by Supervisor Milo F. Kent, chairman of the city's airport committee, points out that Mills Field is taxed to the fullest capacity of its equipment, with a daily average of seventy planes of all types landing and taking off with passengers and packages coming from and going to all parts of the United States.

During the month of February the West Coast Air Transport, operating a daily passenger schedule between San Francisco and Portland and Seattle, inaugurated an express service between the same points.

In February 60,000 visitors were recorded at Mills Field, more than 25,000 having attended the three days' air show as part of San Francisco's recognition of the anniversary of George Washington's birth.



J. W. Leavitt, Willys-Knight and Whippet car distributor of San Francisco, and Mrs. Leavitt, who recently flew from Mills Field to Los Angeles

A quartet of Fanchon and Marco beauties atop one of the Maddux airplanes at Mills Field

Fifteen-Mile Race

One of the features of the Washington day program included three races over a course approximately fifteen miles long. "Red" Williams carried off the LX5 contest in a Lincoln-Page. His time was 11 minutes, 34 seconds. Norman Goddard in a Wacco was second and Elmer J. Sinclair in an American Eagle was third. Leland Peoples in a Travelair won the Hisso race over the same distance and Harvey Lemcke in a Lockheed Vega took first place in the whirlwind race.

Judges at the field included Supervisors Milo F. Kent, Andrew J. Gallagher and Frank J. McGovern.

Airplane view of San Francisco's Municipal Airport at Mills Field

Municipal Civil Service Association

By IVAN FLAMM

THE question is asked by active members of the San Francisco Municipal Civil Service Association: "Why is it that all municipal civil service employees do not join our organization, especially when our aims and objects 'To Protect the Principles of Civil Service and to Extend the Powers of the Merit System' are for the direct personal benefit of every civil service employee?"

The first class of employees are those recently appointed; who have not heard of the good work that we are doing; are not acquainted with our activities, have not been solicited by members to join, and also those older employees who quietly applaud the work we are doing and realize the benefits but put off joining until later.

We Are Criticized

The second class are those who enjoy the benefits of our work, always criticize what we do or do not do, especially to tell us what we **should** have done, and will not join this association, unless their particular job is endangered or there is a change in the administration of their department which may affect them adversely. Then they apply for membership and immediately clamor for the support and protection of this organization and when the danger point has passed, promptly proceed to stop paying dues.

The third class are those who have at one time been members and, due to a difference of opinion with the membership over matters of action or policy, have dropped their membership.

Organized in 1902

To the first class of employees we call to your attention that we have been organized since July 26, 1902, and since that time we have been endeavoring to "Protect the Principles of Civil Service and to Extend the Powers of the Merit System." We have weathered many a stormy year and in the face of many adverse and hostile administrations have prospered and so imbued the voters with the Civil Service idea that the Merit System has spread until it covers nearly every city department.

Don't think that this has been all easy sailing. Many times we have dug deep into our treasury to the very last cent and even gone into debt to uphold the principles of civil service, and in times past our officers have been penalized for their activities in this cause.

Civil Service employees often are apt to believe that because of their appointment they are fixed for life and their status can never be changed. No greater mistake can be made than to believe that because for seventeen years we have had a comparatively friendly civil service administration that we will always have one. You should remember that a majority vote at any election could sweep away every civil service provision of the charter and some innocent phrase or sentence might be the means of abolishing your position.

Defeated Charter Amendment

Remember Civil Service is not a divine right.

Don't forget that a few years ago this association spent a vast sum of money to defeat a Charter Amendment that would have placed your position at the mercy of your superior officer without recourse of trial, and in the present agitation of a City Manager plan, one of the proposals is the power of dismissal without trial.

We have protected the interests of our members when unjustly attacked, to the highest courts of the State. We employ a foremost attorney on civil service law to attend every meeting of the Civil Service Commission to see that there is no violation of the rules and that no civil service employee's interests adversely are affected.

We sponsored the present Pension System, and at all times have been active in its betterment and liberalization.

Represented at Hearings

We have been represented on all hearings on standardization of salaries and have been doing our utmost to see that our members are duly protected and had our attorney represent each individual complaint before the Civil Service Commission.

Our efforts to have the higher paid positions in the various departments filled by civil service would give an opportunity for promotion to many employees, and our activities have been broadcast in the public press and are now before the courts.

These constant activities require a vast sum of money and we have dug deep into our reserve fund, to maintain the principles of civil service. The curtailment of any of our activities would be a calamity to every civil service employee and we must have your active financial support to continue this work.

Every member also receives each week a copy of the Municipal Journal which contains the complete proceedings of the following boards and commissions: Board of Supervisors, Fire, Police and Education, with all appointments, dismissals, trials, transfers, etc. Also the proceedings of the Civil Service Commission, announcements of all coming examinations and lists of successful applicants who have passed examinations.

To the second class we say: Let your conscience be your guide. Remember that if most of the employees felt the same, there would not be any association to which you could appeal for help and assistance in time of distress.

Inactive Members

To the third class who have dropped their membership through a difference of opinion: Remember that you are the membership and most likely it was your own failure to attend the meetings and voice your opinion which was the cause of the adverse action. It is the members who do not attend that are to blame if the policy adopted does not suit. New officers are elected each year and new members are constantly being admitted. Why not come back into the fold? You need the organization and the organization needs you.

In conclusion we wish to state that every civil service employee should consider the jeopardy in which he or she would be placed should our activities cease.

Could you afford to be without an organization such as ours?

Do you want our good work to continue or shall we evade some vital issue for lack of funds?

The answer lies in your hands.

Our initiation fee is $1; our dues 50 cents per month.

Inquiries for information should be sent to San Francisco Municipal Civil Service Association, 120 Parnassus Avenue, Apartment 5.

Play-grounds

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

VEDA B. YOUNG

NINE hundred and eighty-eight boys participated in the annual basketball tournament held by the Playground Department. It was veritably a melting pot because more than a score of nationalities were represented by the entrants.

The tournament included a hundred teams which were entered in the 85-pound, 95-pound, 110-pound, 120-pound or 130-pound divisions, respectively. The Margaret S. Hayward Playground will be awarded the trophy for having won in the 85-pound, 120-pound and 130-pound divisions. The Chinese Playground won the 110-pound championship, while Spring Valley Playground took the honors in the 95-pound class.

* * *

One of the new activities recently started on the playgrounds is handcraft involving coping saw work and the making of wooden toys and novelties. Hundreds are entered in the classes and the children are very pleased with their creative work. It is hoped that before the year has closed an exhibition of all the handcraft work, including model airplane building, will be on display for everyone to witness.

* * *

Plans for the Eleventh Annual Tennis Tournament are all complete and play will commence in the near future.

* * *

The Playground Commission is glad to report that the playground employees' quota for the 1929 Community Chest campaign was reached very early during the drive.

* * *

The Playground Department is engaged in a developmental and construction program at the present time under Homer B. Pack's supervision. A former school building, located on Greenwich Street, between Jones and Leavenworth streets, has been completely altered and will be a first-class community center to be

Championship Basketball Teams in 85, 95 and 110-pound Divisions. The boys shown in this picture are members of the Chinese, Spring Valley and Margaret S. Hayward Playgrounds
—Moulin Photo

Right after that ball! Some of the 1929 Basketball champions in action
—Moulin Photos

Basketball champions in action at Chinese and Margaret S. Hayward Playgrounds —Moulin Photos

known as the Michaelangelo. The building will include club and game rooms for girls and boys, dramatic facilities, adequate dressing rooms, director's office and reception room. The adjoining yard will have a children's play apparatus area, basketball and volley ball courts.

* * *

The employees of the various industrial plants in the vicinity of the Bay View site, at Third, Armstrong and Carroll streets, are jubilant over the plans for developing this playground area. A building, fully equipped with shower and dressing-room facilities, and which also will include a director's office, is being erected at this time. The field will include a regulation and an indoor baseball diamond, horseshoe lane and tennis courts. This industrial field will serve a great need in a very rapidly growing district.

The newly planted green lawns at Ocean View make a vast improvement in the development of that playground.

* * *

The Construction Department also is planning to develop the St. Mary's Park Playground and at this time is negotiating to fill in the lower portion of the site near Alemany Boulevard.

GOT YOUR GOLF CLUBS READY?

GOLFING interest among employees of the municipality is at fever pitch these days. Mashie-wielders who have not swung a club since Lincoln Park was a three-hole course are digging up their golf bats preparatory to entering the San Francisco Municipal Employees' Golf Championship to be staged at Harding Park links the last two week-ends of March. It is predicted that fully 150 golfers, representing every department of city and county government, will tee off on Saturday, March 23, in the qualifying round.

The tournament, sponsored by the San Francisco News, is designed primarily to bring all government workers into closer contact and to promote healthful athletic rivalry among the various branches. Actually it will bring forth a champion golfer of the city's governmental agencies.

30 Firemen to Compete

The response has been great in all lines. The San Francisco Fire Department has been organized by Chief Dennis J. O'Donnell and more than thirty fire fighters will be after a share of the cups and trophies to be given to various flight winners and runners-up. Captain Fred Lemon has been named captain for the Police Department by Chief of Police William J. Quinn.

Fred Boeken, superintendent of the Municipal Railway, has issued permission for any of the car men who wish to compete to change their working hours on the days of the tourney.

These three departments are the most generously represented at the present writing, but there are delegations from almost very office, including the Board of Public Works, Recorder's office, Park and Playgrounds, County Clerk, Exposition Auditorium, City Attorney, District Attorney, City Engineer, Registrar and Assessor.

Officials Are Interested

Even the departmental heads have been aroused by activity of their subordinates, and there will be a large representation of the judiciary as well as of administration heads.

The tournament is designed as a free-for-all, with no bars to the novice golfer nor favors for the expert. Merit alone will decide the various flight winners, as well as the champion of the tourney. Present indications are that there will be nine or ten flights of sixteen players each. Each flight winner will receive a trophy, as well the runner-up. The winner of the qualifying round will also receive a cup, while the champion will be rewarded by temporary possession of a huge sterling silver cup to be given by the San Francisco News. He also will receive a medal which will be permanent evidence of his golfing prowess.

The championship trophy goes into the permanent possession of an individual only after he has won it three times. The tournament will be an annual affair.

The qualifying round will be held on Saturday, March 23. Match play begins on Sunday, March 24, and continues on Saturday, March 30, winding up with semi-finals and finals on Sunday, March 31.

CITY EMPLOYEES PLAN NEW ASSOCIATION

As a result of a recent joint session of local and transbay Civil Service executive committees, a state-wide association of Civil Service employees will be organized in the near future, according to announcement of Ivan Flamm, president of the San Francisco Municipal Civil Service Association.

At the city employees' meeting San Francisco was represented by Ivan Flamm, Edward M. Coffey, Graham Lee, Hans Warncke, Daniel J. McGloin, George E. Bosch, A. G. Knight, William J. Carr, W. A. Robison, William McMahon, Daniel V. Drew and Grover O'Connor.

The following represented the Alameda County Civil Service Association: Paul W. Wuthe, J. J. Scannell, H. M. Leighton and H. A. Bruntsch. The Oakland Civil Service Association was represented by Sid Wilson, J. W. McNiece, W. J. Campbell, William H. Dwyer and R. M. Hamb.

The purpose of the state-wide organization will be to bring about observance by all officials of the Civil Service laws of the State and municipalities.

Not All Boys and Girls Are Bad

By J. C. ASTREDO
Chief Probation Officer, San Francisco Juvenile Court

FROM time to time the statement is made that juvenile delinquency in this country is greatly on the increase, with the person so affirming expressing surprise when told that, according to the best information available throughout the nation, juvenile delinquency is not on the increase, but actually is decreasing. This information emanates from both the Children's Bureau at Washington, D. C., and from the National Probation Association. The experience of the San Francisco juvenile court corresponds with those findings, as the following figures attest:

Comparative Figures

BOYS—	1924-25	1925-26	1926-27	1927-28
New cases	505	580	422	472
Reappearances	248	229	236	239
	753	809	658	711
GIRLS—				
New cases	253	207	204	210
Reappearances	57	54	18	16
	310	261	222	226

If the increase in population is taken into consideration during the period above indicated, it will be clear that there is no increase in delinquency among minors in our City of St. Francis.

Understanding Parents

Undoubtedly there are a number of reasons for this condition. First, I would say, is the large group of understanding parents, for, if we have in mind the proportion of children that appear before Judge Murasky, compared with the number of children in the community, it will be seen that approximately 99 per cent of the children of this city so conduct themselves as to make any juvenile court action unnecessary. Parents, generally, must be credited with the wisdom and understanding in the upbringing of their children which makes correctional agencies unnecessary for their good conduct.

Again, if we have in mind the development of the Playground during the last ten to fifteen years, the establishment of Boys' Clubs and Neighborhood Centers, together with the efforts of the various civic bodies and the women's clubs, all working toward the betterment of conditions in our cities, we have potent reasons why delinquency should be on the decrease.

From my experience in this Juvenile court, I would name first on the list of agencies preventing delinquency the public playground. Some years ago boys were brought to the attention of the court for playing ball on the streets or for some similar reason which had its origin in the child's desire for an inherent right in play. Today playgrounds have been established in so many sections of our city that the majority of children can play—play legitimately and, because such play must be done in groups, play under a supervision which gives them the best in the way of health-giving sport that play offers.

Many boys' organizations have come into being. The Boy Scouts is one of the finest of boy organizations, having as basic principles such a high standard of ideals that a check of our case records shows not more than four or five Scouts brought to the attention of the Juvenile court during the last five or six years. There are other boys' organizations, all contributing their part toward the character building of the boy—the San Francisco Boys' Club, Boys' Working Clubs, the "Y's" and similar organizations which keep boys off the streets and properly and helpfully occupied. Neighborhood centers—places where parents and children can congregate for legitimate recreation and pleasure—contribute to the well-being of the community and keep children away from the Juvenile court.

J. C. ASTREDO

JUVENILE delinquency is not on the increase, but actually is decreasing throughout the nation, we are told by Mr. Astredo in this timely article. Understanding parents largely are responsible for the condition, says Mr. Astredo, for, if we have in mind the proportion of children that appear before Judge Murasky, compared with the number of children in the community, it will be seen that approximately 99 per cent so conduct themselves as to make any juvenile court action unnecessary.

Educational Cooperation

The Parent-Teachers' Association has done much to awaken parents and to bring about a better understanding between the parent, the child and the school. The schools, too, are doing their best to coöperate with the community in behalf of the child, to see that he fits better into his grade and into the school than formerly.

The compulsory educational law, which keeps children in school up to the age of 18, gives them less unoccupied time, and the fine work done by the Part-time High School in securing employment for children also is a contributing factor.

The churches and church organizations do their part in the great task of keeping our youth in the straight and narrow path.

Men's organizations have taken hold of the "boy problem" in a most whole-hearted and helpful way—such groups as the Rotarians, the Kiwanis, the Elks, the Optimists—all are doing much in an understanding way to prevent delinquency.

Attitude of Police

There is a changed attitude on the part of the police which is productive of friendly coöperation between the officer of the law on the one hand and the child on the other. Where arrests once were made for minor violations of ordinance or statute and the boy booked at the police station, he now is taken to his home and the parents requested to appear at the probation office on a certain date and at a stated hour when the matter is gone into by a probation officer in a friendly and coöperative spirit. Court action in many instances becomes unnecessary.

The advent of the automobile has brought with it certain temptations toward wrong-doing, but it also has brought about the need of traffic direction, and daily children may be seen waiting for the friendly hand of the officer to stay the traffic and guide them across the street. This engenders a feeling of protection under and confidence in the representative of the law rather than his being considered as one from whom one must flee as was the attitude not so many years ago.

Boys' traffic organizations tend to bring about a closer coöperation between the boy and the police. "Boys' Day," annually, celebrated in San Francisco, reminds all of us that the boy is the man of the future and spurs on public spirited legislation in his behalf.

The Girl Delinquent

I realize that thus far the boy has been the subject of this thesis. It is true that there is the girl delinquent as well as the boy delinquent. Perhaps she does not seem as important because she comes to us in less numbers. Some of the reasons for no increase worthy of notice in girl delinquents is due to the same reasons given for the decrease in boy delinquents. A statement came to us a few days ago from the East to the effect that while boy delinquents were on the decrease, girl delinquents were increasing. Fortunately that situation is not true of the West, at least it has not been thus far. It may behoove us, however, to keep our eyes open for such a contingency. In our community efforts in behalf of our youth it does seem that the boy has been more prominently in our minds than the girl; we have done more in his behalf; there are more organizations for his benefit, but girls' organizations, too, are coming to the fore and we now have our Camp Fire Girls and our Girl Scouts and some girls' clubs supplying housing facilities and recreational opportunity.

These statements are based entirely on the exceedingly small number of boys and girls who, happily, come to the attention of the Juvenile court and must be taken as applying only to that group.

AUDITOR'S DEPARTMENT

By J. Everett Sharp

ONE of the matters of deep interest in this department of late has been that of the action brought by the Maritime Investment Company against the City and County of San Francisco, and the bondsmen of the Mayor, the Auditor and the Treasurer affecting payments by the city for acquisition of lands constituting the new McLaren Park, Judge Pat Parker, sitting in the Superior Court in extra session, giving decision in favor of the defendants, with resultant appeal of the case. The Auditor was represented by his personal attorney, Frank L. Fenton, and Walter Dole, chief deputy of the City Attorney, appeared for the City as well as for the Mayor and Treasurer.

Purchase Authorized in 1926

The purchase of the land was authorized by action of the Board of Supervisors in June of 1926 and the City Attorney directed to commence proceedings in eminent domain against the owners of the land involved for the benefit of the City and County. This resolution was not acted upon by the City. Numerous parcels of the land were purchased during the fiscal years 1926-27 and 1927-28, in which years various sums were set aside in the budget "for the purchase of land in the Mission district," which was the property in question. The sum of $100,000 was appropriated in 1926-27 and $150,000 in 1927-28, while a sum slightly in excess of the budget items was spent in the aforesaid years. The plaintiff contends that the purchase is in violation of Section 18 of Article XI of the State Constitution which provides that purchase totals shall not exceed the income and revenue provided for any year without assent of two-thirds of the voters.

Further, that the purchase violates Section 29 of Article XVI of the Charter, which is similar to the constitutional provision. The City's contention is that neither of the foregoing provisions apply to the purchases in question which it has the right to acquire independently of any bond issue where possible out of current revenues.

Auditor at Convention

Auditor Boyle attended the annual convention of State Auditors at Bakersfield at an interesting session, its members complimenting him on his recent stand on the manner of recommendations presented by the Grand Jury. The new budget law was discussed there at length and Auditor Boyle was given to understand that this legislation eliminates San Francisco, the only county in the entire state so to be treated, inasmuch as it has had in force for several years one of the most up-to-date budgets in use in any city in the United States. This action can be construed in no other wise than a most pronounced compliment to this city and county.

The California Taxpayers' Association of Los Angeles sent a special invitation to Auditor Boyle to visit them in Los Angeles and discuss methods for bringing about improvements and expressing "a high regard for the policy and procedure of the San Francisco auditor's office."

With the recent Grand Jury "experting" of all departments of the city government and failing to discover a single cent of inaccuracy in the accounts of the auditing department, the Auditor finds a special gratification in the possession of a staff of experts, with periods of service ranging from ten to forty-five years who are second to none in capacity to wrestle with the intricacies of city accounting, and this condition has repeatedly been given recognition by the United States Bureau of Census and Statistics in Washington.

VETERAN FIREMEN'S ASSOCIATION

By John S. Farley, Secretary

The regular monthly meeting of the Veteran Firemen's Association of San Francisco, Inc., was held in the hall, 368 Fell Street, Tuesday evening, March 5. The meeting was presided over by President Charles J. Cullen. All officers were present, as well as a large delegation of members. The minutes of the preceding meeting were approved as read. The report of the Board of Directors was approved. Members who are on the sick list were reported on. Lawrence Dillon was elected to membership in the Association. Bills amounting to $397.90 were referred to the Board of Directors, received approval and were ordered paid. The committee on revision of by-laws reported progress.

Our members received the sad news of the death recently of Thomas Titus, a veteran fireman and formerly of Engine 4.

The receipts for the evening were $393.15. Total cash assets $10,711.32.

The good of the order committee provided plenty of entertaining talent. The members did their turns while refreshments were served.

The purposes of the uniform rank were explained by Captain William Kenealey and Eugene Mulligan.

Easter Just Around the Corner

By ANITA DAY HUBBARD

EASTER just around the corner as I write, and a certainty now that you are reading. Spring has such a quaint way of dancing in and out of San Francisco, what with sun one day and winter rain the next, all the way from November until our really winter weather shows up in June, that if it were not for the calendar and the gay show windows, we'd hardly know when to celebrate.

Easter Has Changed

Even Easter has changed in these modern times. When we were very young, one had a complete outfit for particular wear to Sunday school, very stiff as to bows, and very frilly as to petticoats. Hats were ornate structures built of everything imaginable, veritably of "ships and shoes and sealing wax," with long murderous pins to withstand the summer zephyrs in the great open spaces of the shopping district. Someone mentioned the other day that the famous San Francisco summer winds seemed to be disappearing. I think not. But what really has happened is closed cars, close fitting hats and shorn or close-pinned hair. The difference between facing a stiff breeze dressed in a circus tent with a cupola, or in an aviator's costume suggests what I'm trying to say. Which opens up a whole new school of potential propaganda for climate. One can imagine a subtle-minded Chamber of Commerce sending emissaries to influence the Parisian style designers so that the fashionable costumes of the season might show the climate of the emissaries' particular city to the best advantage. Beg pardon, gentle readers (are readers gentle?). The spring sunshine always makes me a bit light-headed. But now to more seemly discussion.

Art has been with us most intriguingly at the Women's City Club in the very versatile exhibit arranged under the delicately modern touch of Rudolph Schaeffer, with all the artificers of art objects sending their favorite gestures to make an interesting show. It's amusing to notice how swiftly the extremely "modern" ideas of our era have taken hold, and how they even now seem things we have always lived with.

The Pursuit of Comfort

Personally, the cool silvers and straight, almost ascetic lines of the new furniture, with its metallic suggestion, seems a bit angular for the pursuit of comfort. However, perhaps to be comfortable is not what we need. Possibly if we are uncomfortable enough at home, we will take to living in automobiles altogether, and only come home to park in a neat little cubicle over the garage. After all a home on wheels is not to be despised, for one can vary one's habitat from city to country and back again in an afternoon's moodiness.

ANITA DAY HUBBARD

Sonnet

(Written during Holy Week at Genoa)

I wandered through Scoglietto's far retreat,
The oranges on each o'erhanging spray
Burned as bright lamps of gold to shame the day;
Some startled bird with fluttering wings and fleet
Made snow of all the blossoms, at my feet
Like silver moons the pale narcissi lay:
And the curved waves that streaked the great green bay
Laughed in the sun, and life seemed very sweet.

Outside the young boy-priest passed singing clear,
"Jesus, the Son of Mary, has been slain,
"Oh, come and fill His sepulchre with flowers."
Ah, God! Ah, God! Those dear Hellenic hours
Had drowned all memory of Thy bitter pain,
The Cross, the Crown, the Soldiers and the Spear.

—OSCAR WILDE.

Seriously, though, it has been a charming show, and most profitable in the face of some of the mail order catalogue furniture that is being imported hereabouts, and labelled "antique" and "period." Dignified and experienced furniture with the patina of long service to humans upon it, is as charming as an old tree in a garden, but who in the name of all that's sensible could choose to imitate an oak or an elm or a walnut tree, instead of planting a new tree and watching it grow. It is natural that we should love old furniture for its romance, but it is also natural that the new era should produce an environment suitable to itself, and furniture and clothes and art to go with it. More power to the moderns, sharp corners and all.

Art Exhibits Scheduled

At the Western Women's Club, in the East-West Gallery, April I will usher in a show of portraits and landscapes and other subjects from the brush of Francesz,—of Hollywood—, and after the second week of the month, the famous Frazar Chinese Picture Rug Collection will hold forth. Miss I. Maynard Curtis of Carmel will hold an exhibit of landscapes in the small gallery and John Emmet Gerrity will have a large show of water colors in the main gallery during the last week of April. At the Beaux Arts, Santa Fe will be on show with colorful canvases, water colors and drawings by J. B. Nordfeldt, Josef Bakof and Howard Patterson. In the outer gallery will be an exhibition of water colors by Helen Forbes. That up and coming Jacques Schnier, who won the prize for the best looking and most successful modern room at the exhibit of the Women's City Club, will show more of his excellent craftsmanship at the Beaux Arts from April 16 to the end of the month.

Chorus in Songfest

In the realm of music there is no end of interest. For the first time since its organization, Dr. Hans Leschke's Municipal Chorus will give a complete program of folk music, of all nations, with a little serious music for ballast. Carl Sandburg, who just left here, was sorrowing over the fact that Americans didn't know how to sing. I was sorry he couldn't have heard our Municipal Chorus. Naturally, you'll

all go to hear them on April 23, at the Civic Auditorium.

On April 30 the most spectacular of the European musical organizations will visit these far shores for the first time. Under the august and personal patronage of His Majesty, Albert I of Belgium, the Symphonic Band of the Royal Belgian Guards, an aggregation of dashing young cavalrymen numbering eighty, all of them perfectly educated musicians, and with nearly a century of tradition behind them, for the band is that old, will play in two concerts at Dreamland Auditorium, for the Music Teachers' Association of California, and its Benevolent Fund. There will be an official reception, of course, with all the spectacular trimmings, for these boys not only play in peace time, but fight in war time, and many of our own marines know them already from that little matinee performance in Belleau Woods some years ago in which they all took part together.

Music Week in May

Music Week, of course, will hover over us in May from the 5th to the 11th inclusive, with song rising from every school and playground in the city, and concentrated into a mighty essence at the Civic Auditorium.

And as a grand apothesis the Summer Symphony series will begin about the 20th of June with such a galaxy of stars from the world's musical centers as you never have heard of. All the concerts will be in the friendly old Civic Auditorium this summer, so that we can mull around during the intermissions in the lobby and pay all our personal calls without formality, for there isn't anybody who is anybody who doesn't manage to prowl up and down at the symphony concerts, and pass the time of day.

Being Easter and all, I should talk a bit about clothes, but just out of perversity and lack of space, I'm not going to! There, now, originality at all costs. See you next issue. Au revoir.

Educators Attend Eastern Convention

JOSEPH Marr Gwinn, superintendent of San Francisco schools, and other members of the Board of Education personnel, attended at Cleveland, Ohio, last month the annual convention of the Department of Superintendence and allied educational organizations. Last year Mr. Gwinn was president of the organization, and this year, as vice-president, was one of the outstanding figures at the convention. One of the most interesting papers at the convention, "Our Chief Concerns for a Future School Building Program," was read by Mr. Gwinn.

In his report to the Board of Education on his attendance at the Cleveland convention Mr. Gwinn said:

Programs Are Varied

"The convention is essentially for those dealing with problems of administration and supervision of education. The number of groups of such administrative and supervisory officers is constantly increasing. There are also other national organizations of educators not connected with the Department of Superintendence holding their annual conventions at the same time with the Department of Superintendence. As a result of all of these organizations meeting at the same time the attendance is very great, too great for comfort and efficiency. The programs are so numerous and extended that one person could not hear more than one-tenth of all the numbers on the many programs. How to eliminate some groups with a reduction in attendance has become a serious problem to the Department of Superintendence.

"The principal themes for the

JOSEPH MARR GWINN

main program of the Department of Superintendence were Financing of Public Education, Articulation of the Units of American Education, Importance of Research as a Basis for Public School Administration, Better Trained and a Better Selected Teaching Staff, and Character Education.

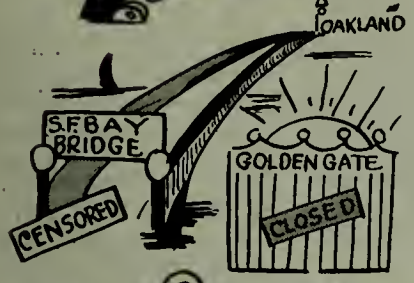
Aviation in Schools

"I attended a meeting of the Guggenheim Committee on Education in Aviation for Elementary and Secondary Schools. There has been considerable development of education in aviation in the junior and senior high schools. One school system has developed a four-year high school course which is accepted for college entrance by certain engineering schools. There is a growing opinion that the schools have a responsibility for training the young people, both in knowledge and point of view in aviation.

"An invitation was extended to the convention to hold its 1930 meeting in San Francisco. The final decision on place of meeting is left to the president, Superintendent Frank Cody of the Detroit Public Schools, after a review of all of the facts relating to the ability of the city inviting the convention properly to entertain it. San Francisco has much to offer and is naturally very attractive to the school superintendents. The principal difficulties are distance and at present a lack of adequate space for the commercial exhibits. Approximately 100,000 square feet of space was used at Cleveland for commercial exhibits. The total attendance at the convention was variously estimated at from fifteen to twenty thousand."

"OLD GUARD" OF HALL OF JUSTICE IN ANNUAL REUNION

The "old guard" of the Hall of Justice, those who were members of the staff of former District Attorney Lewis F. Byington, Coroner T. B. W. Leland, and judges during the period from 1900 to 1906, held their thirteenth annual dinner the night of March 1. Among those present were Superior Judges Timothy I. Fitzpatrick, Louis H. Ward, E. P. Shortall, George H. Cabaniss, E. P. Mogan, Thomas F. Graham, J. J. Van Nostrand, Justice of the Peace Isadore Harris, Coroner T. B. W. Leland, Attorneys Louis Ferrari, Harry Young, Richard F. Mogan, James M. Hanley, Alex McCabe, R. V. Whiting; Drs. L. H. Bacigalupi and B. F. McElroy and former Sheriff Thomas F. Finn.



Blame the Mayor!

Words by HERB B. GEE

Decorations by DON HURD

If you're "stuck up" with a gun,
Blame the Mayor!
If the street cars do not run,
Blame the Mayor!
If your sewer is not laid
If your taxes are not paid,
If the trees give off no shade,
Blame the Mayor!

If you're sore at all mankind,
Blame the Mayor!
If your pants are patched behind,
Blame the Mayor!
If the motorists all speed
And no traffic signs they heed—
Wrecking humans 'til they bleed—
Blame the Mayor!

If the street lamps do not light,
Blame the Mayor!
If the crossings are a fright,
Blame the Mayor!
If the water mains run dry,
Don't give forth a lusty cry—
Step right up and black the eye
Of the Mayor!

If the weeds grow in your lawn,
Blame the Mayor!
If your savings cash is gone,
Blame the Mayor!
If your Jersey cow dries up,
If you lose your pointer pup,
Do not drop tears in a cup—
Blame the Mayor!

If we never bridge the bay,
Blame the Mayor!
If it rains 'most ev'ry day,
Blame the Mayor!
If your false teeth break in two
So that food you cannot chew,
There is just one thing to do—
Blame the Mayor!

If your hens refuse to lay,
Blame the Mayor!
If you fail to draw your pay,
Blame the Mayor!
If the streets all need new pave,
If your soul you cannot save,
Do not spout and rant and rave—
Blame the Mayor!

If bootleggers ne'er are fined,
Blame the Mayor!
If the "cops" are never kind,
Blame the Mayor!
If the poison that you drink
Puts your thinktank on the blink—
Makes your feet a skating rink—
Blame the Mayor!

If in gratitude you lack,
Blame the Mayor!
And your civic duties slack,
Blame the Mayor!
If this City—by—the—Gate
Has a fame both wide and great;
Equaled nowhere—in no state—
BLAME THE MAYOR!!

Rolph Boulevard

THE Ray Manufacturing Company, whose plant faces Bernal Cut, has urged the Board of Supervisors that Rolph Boulevard, in honor of Mayor James Rolph Jr., be used as the name of the new thoroughfare to be constructed through the cut. The company suggested that the street be named at once, stating that it does an international business, and that it is handicapped because the street has no name and the plant has no number. On St. Patrick's Day Bernal boosters celebrated the beginning of work on the Bernal Heights Boulevard. Supervisor Walter Schmidt was chairman and turned over the first shovel of earth. Supervisors Franck Havenner, Andrew J. Gallagher and Frank J. McGovern were among the speakers.

Memorial Unveiled

WASHINGTON'S birthday fittingly was observed by San Francisco, when the California Society of the Sons of the American Revolution unveiled a bronze plaque, on which is embossed excerpts of Washington's farewell address, in the main corridor of the City Hall. The plaque was placed on a granite column facing the main entrance of the building. Colonel A. J. Vining, president of the San Francisco chapter, made the introductory address, and Alden Ames, president of the State Society, made formal presentation of the plaque to Mayor James Rolph Jr. Postmaster Harry L. Todd was speaker of the day and delivered an address on "The Father of Our Country."

Schools

THE contractors in charge of the construction of additions to the Edward Robeson Taylor and Jefferson Schools have completed their work.

The addition to the Edward Robeson Taylor School is of reinforced concrete with a stucco exterior, consisting of ten standard schoolrooms and two kindergartens.

The basement contains a covered play space of 6800 square feet, and a special activities room which is fitted to be used as a lunch room, with a kitchen in connection. A teachers' lunch room, a teachers' rest room, a teachers' kitchen and a book storage room also are provided in the basement.

In addition to the mentioned accommodations, the addition was connected to the original building with a corridor, and a kindergarten adjacent to the auditorium in the old building was remodeled by closing the doorway to the auditorium and providing new cases. One class room in the older building was divided and the space used as a library and opportunity room.

The addition to the Edward Robeson Taylor School was constructed by Amoroso and Filippis at a cost of $115,072.43.

The addition to the Jefferson School consists of four class rooms and a covered play space at the southerly end of the east wing of the old building on Eighteenth Avenue, and the construction of an auditorium that will seat approximately 400 persons.

The school auditorium is equipped with a stage and is constructed of a steel frame with brick exterior. It is equipped with a stage and various conveniences.

The addition to the Jefferson School was constructed by Meyer Brothers at a cost of $92,356.26.

BRONZE SHIELD AWARDED FRANK McCOPPIN SCHOOL

WITH great pleasure the students and friends of the Frank McCoppin School heard that the St. Francis Challenge Shield, donated twelve years ago by the St. Francis Hotel for the greatest number of pets benched by any school in the Children's Pet Exhibition, was awarded to that school. With probably a greater amount of interest we learned that Doctor D'Evelyn, the founder of the exhibit, would present the plaque at the school assembly of January 30, and, Mr. McCurrie, secretary of the Society for the Prevention of Cruelty to Animals, would address us.

Playlet Enacted

After the salute and pledge to the flag and our school song by the intermediate grades, an entertaining playlet was enacted by the 4B boys. It was most convincing with regard to the necessity of boys being trained along the S. P. C. A. lines. Miss Smith, our principal, after commenting on the joy of having a pet that looked to one for care and happiness, then introduced to us Doctor D'Evelyn, who, with outstretched arms and in the native tongue, gave us the Zulu greeting "Peace to you." His experiences as a world traveler held still more surprises for us as he told us that we are the fourth city in the United States, in point of time, to have a Children's Pets Exhibit (C. P. E.); that one school in Salt Lake City sends 500 pets to its show yearly, and that there are similar organizations all over the world, even in the Fiji Islands and the Transvaal.

Record for Pledges

He explained that making out an entry card to such an exhibit is much like making a promissory note and should be so regarded by the individual. Many such cards reach the committee and then the pets are not forthcoming. In San Francisco, the Frank McCoppin School had the greatest number of kept pledges to its credit. The shield is to be held by the school for one year, those having entered the list to have it in charge. At the end of that time, if the Frank McCoppin is again in the lead, the bronze with its record of devotion to those who look to us for care and affection comes to us "in perpetuity."

(Turn to Page 24)

Newly completed addition to the Edward Robeson Taylor School, built at a cost of approximately $115,000

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SCHOOLS

(Continued from Page 22)

After the shield was accepted quietly and gracefully by Nancy Price for the school, Miss Smith introduced Mr. McCurrie. He surprised us also by the news of the size, staff and equipment of the S. P. C. A. The hospital is owned by the society, twelve employees discharge the duties, eight cars are in use and a magazine is published. When we received the cordial invitation to visit their quarters we know some who made a mental reservation that a visit would be made in the near future.

Our yell leader, Florence Schilling, helped us to show to Doctor D'Evelyn, Mr. McCurrie and Miss Smith our appreciation for an instructive and pleasant hour.

View showing auditorium and classroom addition to the Jefferson School, built at a cost of approximately $92,000

MEET BILLY O'NEILL

Of the numerous appointments made by the Board of Supervisors none has met with more universal approval than that of William (Billy) O'Neill, who is now official chauffeur to the board.

To his friends—and he counts them by the hundreds—he is just plain Billy O'Neill; one of the best liked and one of the most popular municipal employees in San Francisco.

Billy O'Neill started his municipal career back in 1912 with the Board of Health. For ten years he was connected with the Board of Public Works and his friends in City Hall always referred to him as the "fourth commissioner."

During the big mix-up in Europe, Billy voluntarily enlisted when this country became embroiled.

Billy O'Neill is one of the most ardent workers in the Boy Scout movement and is just about the most popular troop committeeman in San Francisco.

The Municipal Employee extends congratulations to the Board of Supervisors in appointing Billy O'Neill official chauffeur.

TECHNICAL ENGINEERS' UNION

By J. L. Slater, Jr.

INSPECTORS Reed and Bunting spent a couple of days working in the office plotting data obtained in connection with the Laidley Street slide.

With a view of facilitating the movement of traffic on Van Ness Avenue the sidewalks are to be narrowed six feet on each side, thereby adding twelve feet to the distance between curbs on that crowded arterial. Cliff Jones and party are doing the survey work between Market and California streets.

Senor Carlos Muller is now "ring boy" for E. Garen, and we are told Carlos handles a mean sledge.

McCarthy and Ohman having sprinkled plenty of coördinates along Corbett Avenue north of Twenty-fourth Street are now busily engaged with the alignment and property acquisitions for the proposed widening.

We have to hand the palm to Carl Stern for collecting dues. After a few minutes of strenuous talk, coupled with serious threats to do bodily harm, the delinquent member decides it's about time to kick in with a dollar or two. (Lucky for you that you're paid up, Caesar.)

George Code and Joe Smithwick have been on the sick list for some time. Charlie Gardner also joined them for several days. Joe has had serious trouble with his teeth.

Members of the Bureau of Engineering of Oakland, together with the County and Harbor engineers of the East Bay district, met and organized and have written to the International for a charter. Those boys in Alameda County seem to be a live bunch and the enthusiasm shown at the two meetings speaks well for them. The meetings were held in Hotel Oakland and your officers attended and enlightened them on the proper procedure to take. Messrs. Fee and Spooner of the Oakland Labor Council have taken the newly formed local under their wing, so to speak, and will attend each meeting until the members are able to function properly.

We hope Muller will not drop any more man-hole covers on his toes. These covers cost considerable, Charlie, so be careful after this.

Dan Ryan was assigned the job of inspecting the laying of the pavement on Grand View Avenue. Occasionally Dan drops into the office to spend the day working up notes, etc.

Coughlan ran into a lot of trouble when he was given the job of checking up the monument lines in Glen Park, but then, Jerry's good at that work and Carlson likes to massage that invar tape.

As a gentle reminder, fellows, don't forget the Minstrel Show the Civil Service Association is putting on at Scottish Rite Auditorium on April 27.

We see Joe Callaghan every day, but so far we haven't been able to get anything on him to tell you, either horizontally or vertically.

Money ready, Al?

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Impatient Youth and Marriage Licenses

YOUTH is impatient—will not wait, preferring to motor to Nevada, or elsewhere, and the new law appears to be unpopular," declared San Francisco's venerable Recorder, Edmond Godchaux, in interpreting this city's drop in marriage licenses returned to him for record, in a report of the operations in the Recorder's office for the year 1928, and submitted to Mayor Rolph and the Board of Supervisors.

"A considerable decrease in the number of marriage licenses returned to my department for record must again be reported," said Godchaux. "In 1927 the total was 6570; in 1928, 6105—a loss of 465." It has been definitely determined that the new state law requiring at least three days to elapse between the application for marriage license and the issuance of same, is responsible for the decrease.

The figures for the last six years follow:

Calendar year, 1923	7,086
Calendar year, 1924	6,877
Calendar year, 1925	6,678
Calendar year, 1926	6,866
Calendar year, 1927	6,570
Calendar year, 1928	6,105

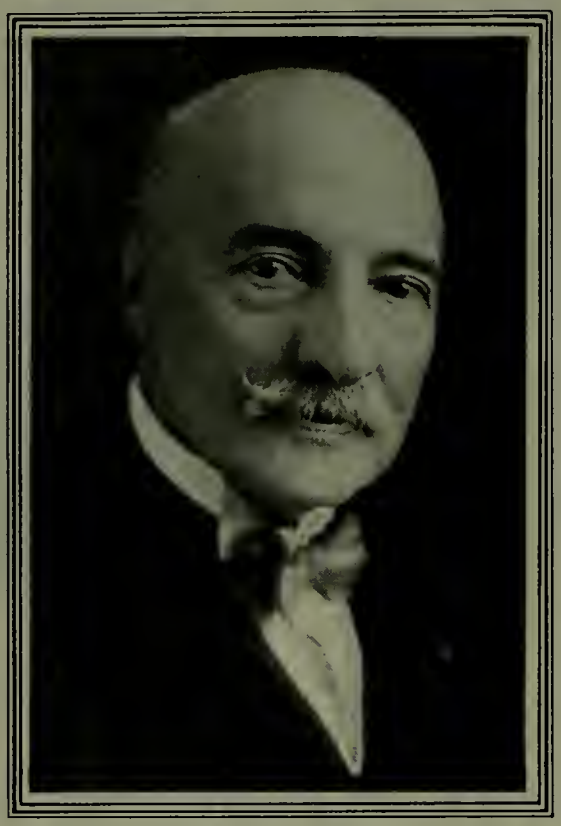
The marriages recorded during the year (a total of 6105), were classified racially as follows: White, 5941; colored, 56; Chinese, 52; Japanese, 45; other races, 11.

The religious classification, where indicated, was as follows: Protestant, 2251; Catholic, 1619; Hebrew, 211; other religions, 52; Civil (religion not indicated), 1972.

Papers, Filed and Recorded

The classification of these documents was as follows:

Acceptances, building	2,382
Agreements and Covenants	1,374
Attachments, Executions, Releases	1,196
Bills of Sale	461
Building Contracts	432
Decrees, general	488
Decrees, establishing title	265
Decrees, probate	1,149
Deeds	17,294
Deeds of Trust	13,751
Homesteads and Abandonments	659
Leases and Assignments	763
Liens and Releases	3,817
Lis Pendens	482
Marriage Licenses and Certificates	6,105
Mortgages, personal property	1,400
Mortgages, real property	6,910
Notices of Sale	1,208
Reconveyances	9,512
Releases of Mortgages, personal property	294
Releases of Mortgages, real property	7,686
Sunset Tunnel Extension Agreements	1,154
Miscellaneous, all other documents	7,734
Total	86,516



EDMOND GODCHAUX

Receipts and Disbursements

For the year just closed I am enabled to submit a satisfactory financial statement, as follows:

Total receipts for recording and filing fees	$137,460.60
Total receipts for desk rentals	750.00
Total receipts from all sources	$138,210.60
Total paid in salaries for the year	113,654.45
Surplus, receipts over salaries	$24,556.15

The gratifying surplus shown would be at least $3000 greater were it not for the recording of many documents and preparation of certified copies, etc., for which, under the law, no charge is made.

It is the aim of my department to give the public the best possible service with the equipment and staff provided. The willing coöperation of my office force has been a potent factor in the production of good results for the people and, I hope, a good reputation for the department.

The officials of the city and the general public are at all times welcome to visit and inspect the Recorder's office.

The cash receipts, expenditures and surplus, by months, during the year 1928, were as follows:

Receipts	Salaries	Surplus
	January	
$11,557.00	$9,291.66	$2,265.34
	February	
12,063.30	9,916.66	2,946.64
	March	
13,726.20	9,239.21	4,486.99
	April	
12,499.85	9,316.71	3,183.14
	May	
12,363.85	9,310.21	3,053.64
	June	
12,223.90	9,683.26	2,540.64
	July	
10,915.25	9,694.06	1,221.19
	August	
10,402.90	9,710.21	692.69
	September	
9,938.95	9,609.99	328.96
	October	
11,691.85	9,409.16	2,282.69
	November	
10,452.05	9,556.66	895.39
	December	
9,625.50	9,716.66	.....
$137,460.60	$113,654.45	$23,897.31
	December Deficit	91.16
		$23,806.15
	Desk Rentals	
750.00	.....	750.00
	Grand Totals	
$138,210.60	$113,654.45	$24,556.15

MAYOR ROLPH NAMES STEIGER NEW POLICE JUDGE

Attorney George J. Steiger, Jr., has been named by Mayor Rolph to fill the vacancy created in the Police Court by the election last November of Judge Lile T. Jacks to the Superior Court bench. Judge Steiger was sworn into office February 27 for the unexpired term of three years.

Judge Steiger was born in Butte County forty-two years ago, but has lived in San Francisco since he was a year old. He was admitted to State Courts in 1909, and later began the practice of law before all Federal Courts. The new Police Judge is active in fraternal and club circles.

John J. Furey, a member of the Board of Supervisors during the administration of the late Mayor Eugene Schmitz, dropped dead of a heart attack at his home, 1138 Leavenworth Street, the night of February 13. Furey, who was 72 years old, was in splendid health until the day before his death.

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The Flowers That Bloom in the Spring

By W. M. STROTHER

In the Japanese Garden, Golden Gate Park

THE flowers that bloom in the spring" will soon be the principal attraction in Golden Gate Park and the other parks and squares of San Francisco. The pansies are still very beautiful with their masses of blue, purple and yellow. Among them the tulips are showing their leaves and soon the 150,000 bulbs planted last fall by Superintendent John McLaren and his aides will spread their carpet of brilliant and bewildering color before all eyes.

The cherry blossoms are already coming out in the Japanese Tea Garden, where the azalias have been in bloom for some time. The cherry blossom festival of old Nippon will here have its counterpart as far as the dozen or more varieties that grow in the Tea Garden can supply the proper setting—and it is one of the annual sights looked forward to by those who know and love Golden Gate Park.

Rhododendron Show

Next will come the rhododendron show—an event of a beauty and extent that is unbelievable to those who have not seen it, but one that the knowing ones plan to feast their eyes upon again and again in late March, in the month of April, and in May—according as the weather affects the maturing of these wonderful blossoms. A few of these plants are now in bloom in De-Laveaga Dell and other places. A little later there will be great masses of them here, alongside Kezar Stadium, a little way inside the Waller Street entrance, at Peacock Valley on the Main Drive beyond The Lodge, near the Garden of Shakespeare's Flowers, and on the "island" or space between the two parts of the Main Drive at Spreckels Lake, opposite Thirty-sixth Avenue.

Another Beauty Spot

And the Hawthorne Grove is another beauty spot when these trees are in bloom; this grove is located to the left of the Boat House Road as one goes into the Park from the Presidio Drive and Fulton Street entrance.

George Paulsen, who has been employed in Golden Gate Park for many years, is now superintendent of the conservatory.

A marble bench in honor of Miss Alice Eastwood, Curator of Botany of the California Academy of Sciences, has been placed in a sunny but secluded nook in the Garden of Shakespeare's Flowers, by the members of the California Botanical Club, of which Miss Eastwood is president. She is also the originator of the idea of the Shakespeare Garden, which has been so beautifully realized under the auspices of the California Spring Blossom and Wild Flower Association, with the coöperation of Superintendent John McLaren and his aide, Robert Owens. The bench is of Tennessee marble and was designed by an old friend of Miss Eastwood's, Harvey W. Corbett, formerly of California but now living in New York City. Clifford Wight is responsible for the execution of the design and for the carving. The bench will be informally dedicated in April, probably on Shakespeare's birthday.

Emmet's Anniversary

The one hundred and fifty-first anniversary of the birth of Robert Emmet, Irish patriot, was observed at the Emmet bronze statue near the Academy of Sciences building in Golden Gate Park on Sunday, March 3. Supervisor Andrew J. Gallagher was chairman of the exercises.

W. V. Belding, superintendent of the Children's Playground in Golden Gate Park, is planning a big celebration this year for the children's annual Easter egg hunt on March 31.

DE YOUNG MEMORIAL MUSEUM

The lecture schedule for the de Young Museum for March follows: The third, Miss Helen Gordon Barker in the Oriental Gallery; the sixth and tenth, Louis C. Towne in the European Ceramics Gallery; the thirteenth and seventeenth, Miss Barker in the Musical Gallery; the twentieth and twenty-fourth, Mr. Towne in the Hall of Antiquities; the twenty-seventh and thirty-first, Miss Barker in the Ceramics Galleries. Wednesday lectures are at 2 p. m. and Sunday lectures at 4. The public is invited.

PALACE OF THE LEGION OF HONOR

THE great All-American Exposition of Sculpture will open at the California Palace of the Legion of Honor on April 1 for a stay of six months. This wonderful exhibition of 1300 of the artistic productions of 300 American sculptors, including twenty-seven from our own state, will surpass anything of the kind ever done in this country before. It was made possible by the

(Turn to Page 30)

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PALACE LEGION OF HONOR

(Continued from Page 28)

magnificent gift of Dr. Archer Milton Huntington of New York City of $100,000 to the National Sculpture Society, which sponsors the event, so that the artists would be relieved of the cost of packing and transporting their exhibits to and from San Francisco.

The exposition required seventeen freight cars and numerous smaller shipments to carry the statuary from the several central places of assembly, and a large steamer shipment also came from France, bringing the works of American sculptors living abroad. Curator W. W. Quinton of the Palace, is intensely busy directing his corps of gallerymen in the unpacking and distribution of the pieces and Director Cornelia B. Sage Quinton is equally busy with the proper placing of the exhibits, with the coöperation of Robert Aitken, noted sculptor and former San Franciscan, who came here from New York as the representative of the National Sculpture Society for this purpose.

Park Superintendent John McLaren is providing the trees and shrubs to form a setting for the outdoor pieces.

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Kelley Kar Company have just opened up the San Francisco store which is one of the series of stores to be opened up along the Coast to dispose of one of the largest purchases of automobiles that has ever been made.

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Kelley Kar Company have been operating in the southern portion of the state for the past ten years and are well known and enjoy a wonderful reputation. They are also the publishers of the Kelley Kar Blue Book, which is an automobile valuation guide used by the automobile dealers and used car dealers in all of the west portion of the United States.

These new Chandler Automobiles are being sold at a discount which is even greater than the distributor and dealer's discounts combined so the purchaser is not only saving the dealer's discount but in addition to that the distributor's discount.

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MAYOR CONGRATULATES OUTGOING PRESIDENT

Mayor Rolph on March 4 dispatched a telegraphic message to Calvin Coolidge congratulating the retired President on the brilliant record made during his term of office. The message read:

"Dear Mr. President: In retiring from the presidency, leaving behind you a brilliant record of national and international achievements, the admiration, respect and affection of your fellow Americans, the profound respect of the peoples of other nations, San Francisco thanks you for your efforts to advance our city, give prosperity to our people, and presents its compliments and offers its good wishes to you and Mrs. Coolidge for many years of good health, happiness and prosperity among your fellow Americans whom you have served so well. I shall always remember your many courtesies to me personally. Our latchstring will always be out for you when you can find time to honor us with a visit. (Signed)

"JAMES ROLPH JR.
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This saving of money comes at an opportune time to permit a number of the city employees to enter the Municipal Employees' Golf Tournament, which is to start March 23.

The Novakclub has an adjustable head, thus permitting all shots to be made with one club and, from the results obtained by its users, certainly does the job completely.

Some of you golfers know how often you would like to play a few holes and not be bothered with a bag full of clubs. Ask Chief Gavin; he has had the experience.

If you have not sent in your entry do so now and get in the game. Don't hold back because you think you play Civil War Golf—out in sixty-one and back in sixty-five—it is all in fun and you will meet a good bunch of fellows.

Do you know that California has more than one-half million golfers? Why not you?

The exercise, air and recreation is good for you and good for the wife. A little practice and you will be surprised how well you can do. Just picture taking one club for an hour or two before dinner and having a little sport, as well as working up an appetite for the old corned beef and cabbage.

The city provides golf courses. Why don't you use them?

We are expecting you to take advantage of the special price we arranged for you with the Novakclub, Incorporated, while it lasts. Act now and thank us later.

MAYOR ROLPH NAMES NEW CITY PLANNING COMMISSION

ACTING under a Charter amendment adopted by the voters at the November last election Mayor Rolph has named the new City Planning Commission of five. In the appointments are included three members of the former commission which was instituted by ordinance. The members are:

Judge Matt I. Sullivan, former Chief Justice of the State Supreme Court, president of the old commission.

Major Charles H. Kendrick, member of the old commission.

Mrs. Parker S. Maddux, member of the old commission.

W. W. Chapin, newspaper publisher.

Ray S. Rossitter, member of the brokerage firm of Leib-Keyston Company.

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EDITORIAL PAGE

Why Jump on Mills Field?

EVERY big American city is afflicted with an anvil chorus that has nothing to offer but complaints at every opportunity to decry the efforts of constructive groups that seek honestly to effect, in harmony and concord, improvement in public service and healthy growth in public enterprises.

San Francisco's municipal airport at Mills Field is a case in point. Intermittently a cry goes up that there is "something wrong" at Mills Field; that the airport is stagnant or slipping backwards; that the service and equipment there is lax; that the management of the flying field is woefully inefficient.

Of course there is room for expansion at Mills Field—just as there is at any municipally controlled air field in the United States. Let us be fair, however, about the basic underlying cause—a lack of sufficient funds to finance proportionate expansion of the acreage and equipment. While other cities have spent a great deal more money on their airports than San Francisco, thereby being able to offer greater inducements to the aircraft industry, the progress made by Mills Field under the circumstances is phenomenal.

THE city's airport committee, composed of Supervisors Milo F. Kent, Andrew J. Gallagher and Frank J. McGovern, consistently has endeavored to get more money for expansion through a larger budget allowance, and failing in this, the committee sponsored an amendment on the November 7, last, ballot providing for a $1,700,000 bond issue to finance developments laid out by the City Engineer's office. The amendment failed to receive the necessary two-thirds vote, getting 75,993 "yes" votes, with 59,354 "no" votes. A great majority of the voters registered their confidence in Mills Field and its future, but, largely because of the fact that there were more than sixty measures to be voted on, the amendment went down to defeat with many other bond issues.

It seems to us that it is unfair to compare Mills Field with the Oakland airport. The City of Oakland has spent more than $1,500,000 on its airport to date, starting in June, 1927, while San Francisco, which opened Mills Field in May, 1927, has spent only $287,326.75 to date on its airport equipment.

FURTHER to relieve the situation at Mills Field and as Supervisor Kent so aptly remarked, "to relieve people's minds in regard to the airport," Mayor Rolph and the Board of Supervisors have indorsed a plan for appointment of an advisory committee to aid the Airport Committee, and to make a study and report with recommendations upon the needs of the airport. For the step, which means that San Francisco is to become preëminent in the field of commercial aviation, with an airport equalled nowhere in the United States, THE MUNICIPAL EMPLOYEE congratulates Mayor Rolph and the Board.

Supervisor Kent, in speaking for the Airport Committee, and explaining the committee's request for appointment of an advisory committee, said that if the advisory committee, which undoubtedly will include Army aircraft officials, recommends a new form of management and different authority at Mills Field, it will be up to the Board of Supervisors to authorize the change.

SUPERVISOR GALLAGHER, in speaking of the advisory committee, declared that the purpose is to get expert advice and have a thorough study made of the problem. He declared that if the advisory committee finally advises that authority over the airport be transferred to some other body, then it also will advise the Airport Committee how to achieve that result.

In voicing his company's satisfaction with conditions at Mills Field, Charles T. M. Echols of the West Coast Air Transport Company, in an article in this number of THE MUNICIPAL EMPLOYEE, states:

"A year of regular use of this airport has proven the reasoning in our selection of Mills Field. Our tri-motored planes have never at any time had trouble in landing or taking off at this field under any weather conditions. The airport equipment has been thoroughly adequate. The airport management has been courteous and helpful. And true, to expectations, 85 per cent of our passenger business has originated in San Francisco. Less than five per cent of our passengers have requested to be picked up or set down at other Bay region airports. Our selection has been justified, Mills Field is an Air Transport Terminal."

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FRANK J. McGOVERN
Member Airport Committee

Photo by Boye
MILO F. KENT
Chairman Airport Committee

Photo by Boye
ANDREW J. GALLAGHER
Member Airport Committee

Mills Field—Air Transport Terminal

By CHAS. T. M. ECHOLS
Assistant Traffic Manager, West Coast Air Transport Company

THE progress of the West Coast Air Transport Company in the operation of its coastwise passenger air line is very closely allied with the development of Mills Field, San Francisco municipal airport. In 1927, when the organizers of the West Coast Air Transport Company began to lay plans, survey routes, and obtain flying equipment, the question of adequate landing facilities along the contemplated route was of major importance.

This company was the first passenger air line to operate regular scheduled service on the Pacific Coast. The San Francisco-Portland-Seattle route was selected, because it offered the greatest distances between centers of population, making air transportation an asset to these communities. The next demand was for suitable airports, including a terminal in the San Francisco bay area.

It is interesting to note that at that particular time the best landing field on this entire route was located at Corning, California, where air-minded private interests had provided a field suitable for large planes. Seattle and Portland, like San Francisco, had not completed the first construction work on their new municipal airports.

West Coast Air Transport plane leaving Mills Field for Los Angeles

Airport Considerations

In the selection of an airport for terminal use several items must be considered, not only as to present, but also future conditions. These items are size, equipment and accessibility.

In the bay region, both Oakland and San Francisco had airport projects under way, and Alameda expected to have something to offer in the then near future. This condition offered new problems to our company. This new problem was that of selecting the airport which would be nearest the majority of the passengers who would patronize the service.

The bay region airports were practically the same as to size and runways, and as to area available for future expansion and enlargement. Their hangars and general equipment were about equal and all had satisfactory plans for more and better equipment to be installed, as funds for the purpose became avail-

West Coast plane coming to a landing at Mills Field

able. The managements apparently would render equal service to the users of their fields.

The Deciding Factor

To our company this made the deciding factor in the selection of a bay region terminal, that of accessibility to our passengers. The years of transportation experience of our management made this means of selection a comparatively simple matter. The city of San Francisco having a large transient population, in addition to being the business center of the Pacific Coast, offers the best market for the sale of transportation. To certain groups of business men time is an all important element, and air transportation, because of its speed, makes a real saving in this tangible asset of time.

These facts pointed to the selection of the airport that would be most accessible, under all conditions, from the business district of San Francisco. To reach the airports at Oakland and Alameda would always require the crossing of the bay, usually during the busiest transbay traffic, with the added chance of delay at inopportune time due to fog or the wait for ferries due to traffic conditions.

Mills Field, fifteen miles south on the peninsula, with road conditions, as they were at that time, meant a forty-five-minute drive, but money had been appropriated and construction started on an arterial highway leading directly past the airport. Already the driving time from downtown to Mills Field has been shortened to thirty-five minutes, and by late summer the trip will easily be made in twenty minutes.

No Trouble in Landing

A year of regular use of this airport has proved the reasoning in our selection of Mills Field. Our tri-motored planes have never at any time had trouble in landing or taking off at this field under any weather conditions. The airport equipment has been thoroughly adequate. The airport management has been courteous and helpful. And true to expectations, 85 per cent of our passenger business has originated in San Francisco. Less than 5 per cent of our passengers have requested to be picked up or set down at other bay region airports.

The schedules over this 715-air-mile route have been increased from tri-weekly to daily (except Sunday). Hundreds of regular trips to and from Mills Field have been made carrying several thousand passengers. Our selection has been justified—Mills Field is an air transport terminal.

Tagged! Let's Go

Pilot Johnny Gugliemetti and Howard Bentley, 3½ years old. Little Howard, unaccompanied, recently flew from Mills Field to Los Angeles

Loading West Coast plane at Mills Field with air express for Los Angeles

Huntington Memorial Room at California Palace of the Legion of Honor

Sculpture Exhibition Opens April 27

By W. M. Strother

THE opening date for the All-American Exhibition of contemporary Sculpture has been set for 2 o'clock in the afternoon of Saturday, April 27, at the California Palace of the Legion of Honor, in front of the building, in Lincoln Park. It is expected that Adolph A. Weinman, president of the National Sculpture Society, which is sponsoring the event, will be present from New York to preside at the ceremonies.

The Sculpture Exhibition, which will be open for six months, free to the public, has entailed a tremendous amount of planning and labor from the time the idea was suggested to President Herbert Fleishhacker of the Board of Trustees of the Palace, by Dr. Archer Milton Huntington in New York, followed by the trip of Dr. Cornelia B. Sage Quinton, director, to the eastern metropolis to work out the details with the sponsors, all through the following months of assembling the exhibits in Europe and throughout the United States, and on down to the arranging of the sculptures in the Palace building and on the grounds surrounding it.

Sculpture Society Aided

This latter work has been done by Henry Hering and Leo Lentelli, representing the National Sculpture Society, M. Earl Cummings of the Board of Trustees of the Palace, and Dr. Quinton and Major W. W. Quinton, director and curator, respectively, of the museum. Park Superintendent John McLaren has built a pool and fountain in the parking space in front of the building, and has moved to the grounds the trees and shrubs necessary to furnish proper settings for the outdoor exhibits, achieving results that were to be expected from the expert who was responsible for the gardening at the Panama-Pacific International Exposition.

The Sculpture Exhibition numbers 1300 exhibits—the largest collection of work of this character ever gathered in America. Much more important is the fact that the quality is also the highest ever assembled in this country. It represents the culmination of 150 years of development of sculpture in the United States, and incidentally it is a great compliment to San Francisco, California, and the Pacific Coast that this city was chosen as the scene of such an exhibition.

The sculptures are of every description—as to materials used, manner of execution, size, purpose, and what not; but all are of high quality, for a competent jury of the National Sculpture Society passed

upon all pieces offered before accepting them. The items are illustrative of the "modernistic," simplified modeling, and also of the more academic or conservative types. The materials include plaster, stone, marble, bronze, wood, and porcelain.

Architectural sculptures form one important group of exhibits, and the coöperation of architects and sculptors in the further combination of these two arts in future building, particularly in the West, will be one of the results of this exhibition—a result that is bound to be beneficial to the structures erected in this section of the country from this time on.

Beautified Art

Fountain pieces, bird baths, garden statuary, sun dials, and similar sculptures form another group, which will show how this art may be used to beautify the surroundings of the homes and parks. Memorial pieces, civic monuments, museum pieces, medals, coins, medallions—all these will be seen among the exhibits, as will small bronzes and porcelains for household decoration.

The exhibition will occupy the entire building of the California Palace of the Legion of Honor with the exception of the Huntington Memorial Room; and it will also occupy the Court of Honor, with its surrounding colonnades, and the grounds in front of and at the sides of the building.

In addition to the director and curator the public will have the assistance of Mrs. M. Earl Cummings, Mrs. Rose V. S. Berry, and Mrs. Violet M. Cook in explaining the exhibits and answering inquries, lecturing, and generally in getting the most from this wonderful exhibition.

Photo by St. Francis Studio
M. EARL CUMMINGS

Herbert Fleishhacker

President of the Board of Trustees of the California Palace of the Legion of Honor, and who is largely responsible for the All-American Exhibition of Contemporary Sculpture to open at the Palace on April 27. There will be 1300 exhibits—the largest collection of works of this character ever assembled in America.

DE YOUNG MEMORIAL MUSEUM

IN accordance with the announcement of Curator George H. Barron of the M. H. de Young Memorial Museum, the San Francisco branch of the League of American Pen Women held their intensely interesting Book Fair from February 17 to March 17, occupying two galleries of the Museum, and illustrating the development of the art of printing as well as many examples of its highest forms at the present time.

Following the Book Fair the San Francisco and Berkeley branches of the Pen Women's organization held for two weeks, beginning March 23, an exhibition of the works of the artist members of these branches. This exhibition, similar to the one they held last year at the Museum, numbered about 100 items, and this time added to the oil and water color paintings and miniatures a small group of sculptures, including a bust of the late M. H. de Young, founder of the Museum. Curator Barron and Miss Elizabeth Holmes, assistant curator, received the thanks of the Pen Women for their effective coöperation in making these two events a success.

The Sibley Grading and Teaming Company is now engaged in making the excavation and doing the grading work preparatory to the erection of the new building unit of the de Young Museum to the rear of the tower.

Curator Barron has placed on view a large part of the Dr. Morris Herzstein collection of paintings, ceramics, and silverware left by the late physician to the Museum and described in a previous issue of THE MUNICIPAL EMPLOYEE.

The lecture schedule for the M. H. de Young Memorial Museum for the month of April is as follows: The third and seventh, Louis C. Towne in the ecclesiastical galleries; the tenth and fourteenth, Miss Helen Gordon Barker in the galleries of the National Society of Colonial Dames; the seventeenth and twenty-first, Mr. Towne in the Oriental textile gallery; the twenty-fourth and twenty-eighth, Miss Barker on jade and Chinese sepulcher pieces. The Wednesday lectures are at 2 p. m. and the Sunday lectures at 4 p. m. The public is invited.

Honorary President George T. Cameron of the Board of Trustees of the Museum, accompanied by Mrs. Cameron, who is also a member of the board, left San Francisco April 7 for a pleasure trip of several months to Europe.

When Playgrounds Were Sand Dunes

(KNAVE, in Oakland Tribune)

A RECENT story in the Knave telling of the origin of Golden Gate Park has caused many to write in approval, or to offer additions. The story, necessarily, was brief and concerned itself mainly with the municipal activities toward the establishment of the playground. To Albert P. Wheelan, I return thanks for chapters earlier in the story. He says that the entire credit for the origin of the idea and the subsequent publicity which made the park possible was due to a pioneer Catholic priest, Rev. Hugh P. Gallagher, whose portrait, the gift of the Rev. P. E. Mulligan, pastor of St. Joseph's Catholic church, Tenth and Howard streets, hangs in the De Young Memorial Museum. Father Gallagher came to San Francisco from Baltimore at the invitation of Rev. Joseph Sadoc Alemany, first Archbishop of the diocese of San Francisco and Monterey. Father Gallagher was responsible for the building of churches and other humanitarian work throughout California and Nevada. His first work in California was the building of a church at Benicia; then one at Shasta City, and another at Weaverville. He was pastor of St. Francis Church, San Francisco, until the new cathedral was built, through his efforts, at California and Grant Avenue (Dupont Street) where he was appointed pastor. He built a beautiful church in Oakland. He left his mark wherever he went, and his was one of the most colorful careers of any of the priests who came to California, in early days. He was the sole originator of the idea of having a large municipal park as a recreation center and the result of his activities, Golden Gate Park came into existence.

In the Children's Playground, Golden Gate Park. Upper: Whirling on the Corkscrew Slide. Lower: Thirsty youngsters at the restaurant

The only place where citizens and their families could find recreation upon Sundays was old Woodward's Gardens, Wheelan continues, prior to the opening of Golden Gate Park. With the coming of better transportation Golden Gate Park became the recreation center of San Francisco on Saturdays and Sundays, and Woodward's Gardens became history. Adolph Sutro purchased many of the curios belonging to Woodward's Gardens. He sent them to the new Sutro Baths and a few of them in large glass cases are still out there. The two figures, made of metal, standing at either side of the entrance to Sutro Baths are from Woodward's Gardens.

Says Wheelan: "The original resolution passed by the Board of Supervisors creating Golden Gate Park was in Father Gallagher's handwriting. The idea came to him as the result of hard times and the suffering of many of our people resulting from unemployment. As a result of the movement to create the park hundreds were given employment, the work commenced, being the leveling of the sandhills and other work, on the land now known as the Pan Handle, from Baker Street to Stanyan Street, where the main portion of Golden Gate Park properly begins. As the result of the creation of the park the street known as Tyler was changed to Golden Gate Avenue."

A Duel in the Dark

OFFICER PAT CONROY

An Account of the Courageous and Tragic Combat of Officer Pat Conroy with Two Armed Bandits

By JACK LAWLOR

Attorney-at-Law and Former Police Reporter, The San Francisco News

Editor's Note.—We are pleased to announce that with this number of The Municipal Employee, John G. (Jack) Lawlor, former police reporter for the News, but now a well-known attorney, has joined our staff of contributors. Mr. Lawlor's friends among the police are legion. For some time past he has been writing a series of police stories—based on actual happenings. He knows the police business from A to Z, and his stories in The Municipal Employee, we feel assured, will be looked forward to with interest by our readers.

"I STARTED for the office to switch on the lights and as I reached for the switch I felt something against my back and a command: 'Put them up, you ————.' I wheeled around to the left and as I did a man, later identified as Harry F. Tubb, fired a shot from an automatic pistol at me. I returned the fire and hit him in the body. He then backed toward the open door when I shot a second time. His pistol dropped and he turned to run, when I fired a third time. He fell but tried to reach his pistol when I fired a fourth time. He rolled over and appeared to be done for.

"I then noticed a second man backed in a corner with a pistol in his hand. I covered him. He dropped his pistol and raised his hands with the remark: 'I give up!'

(Signed) "PATRICK J. CONROY,
"Police Officer Star No. 236."

There you have the entire story of a tragic duel in the dark between a policeman and a bandit, in the police report of the principal actor; in plain and expressive language that anyone can understand. No adjectives, no self-praise, no complaints about the darkness of the room where he battled the bandit to the death, nor his difficulty in getting out his revolver from beneath the folds of the antiquated service coat that our police officers are compelled to wear. Nothing but this—

"I returned the fire and hit him in the body.

"I then noticed a second man backed in the corner of the room with a pistol in his hand."

It is only the routine report of Officer Pat Conroy to his superior

Police Lieutenant Henry Powell of the Pawn Shop Detail examining arsenal found in room of bandit killed by Officer Pat Conroy. In background, Jack Lawlor, former News reporter

officer, Captain Eugene R. Wall of Ingleside Police Station, telling of Conroy's killing a safe cracker and capturing his partner in an attempted robbery of the Excelsior Theater, on Mission Street, at 3:30 a. m., on the morning of May 9, 1927, but to me it is an epic and should take its place in the classics of literature with Lincoln's Gettysburg address.

I have written innumerable stories of the bravery of police officers and firemen, but never of a more courageous or more remarkable man than Pat Conroy. Not only is Pat a remarkable man but he comes from a remarkable family. He is one of ten sons, five of whom are policemen (a sixth police brother was killed), and two who are members of the Fire Department. There are three daughters in the family. All were born in the Emerald Isle in the famous county of Galway, and all are living except one boy, Joseph. The father, Patrick Conroy Sr., is still hale and hearty.

Six police officers and two firemen! What a contribution to civic welfare and to posterity! This one family could keep the peace and extinguished the fires in a good-sized community without calling for outside aid. Incidentally, they would make quite a respectable army.

The following Conroys, with their respective stations, are police officers: Hughie J. (Central office), John H. (Southern), Michael F. (Mission), Peter A. (Park), Patrick J. (Ingleside). Then there was Joseph (Richmond) who was killed in the line of duty in November, 1923, at Fourth Avenue and Geary Street. He was struck down by an automobile while directing traffic.

The Conroys in the Fire Department are Captain Colman Conroy, 5 Truck—number two on the list for Battalion Chief, and James Conroy, attached to 10 Truck.

It seems to me that, after reading Pat's report at the beginning of this narrative and the history of the Conroy family, there is little to be told except that I might amplify the modest report of Pat's statement of the duel.

It was half past three o'clock in the morning. Officers Graeme E. Wildgans and Patrick Conroy met at the junction of their respective beats on Mission Street, near the Excelsior Theatre.

"A fine morning, Wild," said Pat.

"It is that, Pat," responded Wildgans.

"Wait a minute until I try this door and I'll walk along a way with you," remarked Pat, as he walked into the entrance of the Excelsior Theater.

"By golly!" he exclaimed in surprise, "it's open; let's take a look; maybe they forgot to lock it after the show last night."

Together the officers entered the theatre.

"I guess we'd better take a look around. Maybe some bum came in to take a doze," remarked Pat with a smile.

"All right," replied Wildgans, "I'll look around here on the first floor."

"And I'll go in the balcony," said Conroy. And he did.

A moment later Conroy called to Wildgans to switch on the lights.

In an instant Wildgans was startled by the sound of five pistol shots, fired in rapid succession. The first, the snappy "ping" of the smokeless cartridged automatic and then—

The Bang! Bang!! Bang!!! Bang!!!! of the more formidable police Smith and Wesson.

Racing to the balcony in three jumps, Wildgans glanced hastily at a bandit on the floor, breathing his last, and Pat Conroy with a smoking revolver in one hand cooly slipping the "bracelets" over the wrists of a live bandit, in a darkened corner.

Near by an electric drill and a crowbar in front of the partly drilled safe explained the presence of the would-be robbers. Both were hardened youths of 20. The dead one had a partly loaded pistol in his hand and one fully loaded in his pocket. The other youth had concealed an automatic with seven cartridges in the "clip."

Their names—the dead one—Harry F. Tubb.

The live one—Roland Biggio.

In the bandits' room, 545 Turk Street, Officers Edward Keck and Tom Price, and Sergeant F. J. Teutenberg found an arsenal comprising four repeating rifles, two shotguns, two pistols, one hatchet and seven packs of shells. What a reign of terror those potential killers contemplated no one knows. However, Pat Conroy's heroic work nipped their plans in the bud.

A few words more and my story of this courageous officer, Patrick J. Conroy, is ended.

His life was saved by a miracle. When he felt the impress of the bandit's gun against his right side, in the darkness of the death room, he swung his massive body to the left and away from the gun as the robber fired into where he thought the officer's back was. That left swing saved Conroy's life.

That brave officer so far as this writer has learned, has received no medals or signal honors for the work he did that May morning. His record—one dead bandit, one live one—several thousand dollars saved the Excelsior Theater.

If Officer Pat Conroy had been killed by Tubb it is a certainty that Tubb and his "pal" also would have killed Officer Wildgans.

Let us all take off our hats to Pat Conroy, one of the bravest of the brave.

GOLDEN GATE PARK

By W. M. Strother

The 150,000 tulips planted by Superintendent John McLaren and his assistants in the various parks of the city are now justifying their existence by presenting to the people scenes of extraordinary beauty in all the parks and squares. The colors are yellow and red and pink and "London fog"—gorgeous spectacles which the people of San Francisco have come to expect every year, but which nevertheless are always new and pleasing with each new season.

A few of the rhododendrons are now in bloom, some of them in De Laveaga Dell of the Chinese and Thibetan varieties, and others of different kinds at other locations. They will form the next act in the annual pageant of beauty in Golden Gate Park.

The next celebration to take place in Golden Gate Park is the May Day festival, May 1, which the Commission and W. V. Belding are planning to make bigger and better than ever. This year the celebration will be repeated on Saturday, May 11, at Fleishhacker Playfield.

Park Superintendent John McLaren and Secretary B. P. Lamb of the Commission have been very busy with their board in preparing the new budget request for the Parks department. The hearings on the budget are now being conducted by the Finance Committee of the Board of Supervisors for the different city departments.

Creative Work Among Children

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

Upper: Youthful air-minded enthusiasts building model airplanes at Richmond Playground class. Lower: Handcraft class at Funston Playground busily engaged at coping saw work

CREATIVE work among children reveals a world all of its own. Within the last year the department has been making rapid strides in encouraging and developing handcraft activities because the results attained are so worth while.

Even the most inexperienced girls and boys become quite adept in the art of designing, sawing or painting toy animals, window pulls, or wooden novelties. It is surprising to see the cleverness with which the little girls indulge in raffia work and basketry making.

The intricate art of designing and decorating kites is another handcraft activity. This is one in which the Chinese children especially excel. Birds, butterflies, fish, geometric patterns, and other intricately designed kites are beautifully made. They not only reveal an innate artistic ability, but a great interest in the good old sport of kite-flying.

Miniature Aircraft

Miniature aircraft represents a very important phase of handcraft activities. Not only does it require very careful and highly skilled work over the most minute details, but the planes must actually fly. Classes are held each Saturday morning and many boys are becoming more and more "air-minded."

Besides the creative activities of the department many athletic events frequently are held. The Eleventh Annual Tennis Tournament is now in progress and 2175 children are entered. The largest entry has been received from Miss Hulda Popper and G. S. Hoffman, the Mission Playground Directors. They have entered 417 players. Funston Playground entered the next highest number of participants, 175.

Wind, and plenty of it, greeted all of the 371 kite flyers in the Playground Department's Second Annual Tournament held this year on the slopes of Douglass Playground. The following boys won in the six junior and senior events:

Junior Division

Event 1—Novelty of Design, William Chan, Chinese Playground.

Event 2—Beauty of Design, Woodrow Ong, Chinese Playground.

Event 3—Elevation Contest, Jose Monteagudo, Twenty-first and Folsom Playground.

Event 4—Largest Kite, Carl Haack, James Rolph Jr. Playground.

Event 5—Kite Flying Race, Eugene Nacarini, Excelsior Playground.

Event 6—Special Contest—Arthur Withey, Glen Park Playground.

Senior Division

Event 1—Novelty of Design, George Ong, Chinese Playground.

Event 2—Beauty of Design, Ray Tom, Chinese Playground.

Event 3—Elevation Contest, Arthur Mazzali, Douglass Playground.

Event 4—Largest Kite, Henry Ow, Chinese Playground.

Event 5—Kite Flying Race, Duke Cattick, Douglass Playground.

Event 6—Special Contest, Neil Wolfram, Douglass Playground.

Honorable Mention

Heratic Randall, Richmond Playground.

Gilbert Ong, Chinese Playground.

Stephen Lee, Chinese Playground.

Edward Chan, Chinese Playground.

Eugene Nacarini, Excelsior Playground.

Lloyd Thomas, Excelsior Playground.

Jose Monteagudo, Twenty-first and Folsom Playground.

Edward Rainey, Executive Secretary to Mayor Rolph, presented the winners with bronze kite pins in the Mayor's reception room, Friday morning, March 29. He also told the winners of some of his interesting kite-flying experiences as a boy.

"Nip" McHose, former captain of the Stanford Varsity basketball team, and at present a member of the Olympic five, recently addressed the winners of the Playground Department's Basketball Tournament, and presented them with their awards.

On Saturday morning, March 30, a very interesting exhibition and contest of miniature aircraft was held at Funston Playground, and the hundreds of participants and spectators thoroughly enjoyed the performance. This is a forerunner of the big contest which will be held some time during the summer.

Swimming Season Opens

Swimming season opened on Monday, April 1, with a record attendance at both the Mission and the North Beach pools. The swimming instructors have many interesting plans for the children of San Francisco who are eager to take advantage of them by attending as frequently as they possibly can.

The Michaelangelo Playground and Community Center dedication was held on Monday, April 8. A splendid program was arranged.

Besides the creative and athletic activities, the children of the San Francisco Playgrounds also participate in and enjoy dramatic and story play productions. Wednesday, March 27, more than five hundred playground children assembled in the Funston Auditorium to witness an interesting series of dramatic performances, and to enjoy several musical numbers. Refreshments were served afterwards to a very appreciative audience.

The department has entered two units in the Flag Contest, and those participating are busy answering the seventy-five questions and writing about "Old Glory's Greatest Glory."

The pictures showing two of the handcraft groups on the playgrounds reveal a better idea of the work performed in this activity than words can portray. The future of this branch of the work definitely is assured.

NOTED ENGINEER NAMED BRIDGE MANAGER

ALAN MacDONALD, member of the contracting and engineering firm of MacDonald & Kahn of San Francisco, on April 10 was named manager of the Golden Gate Bridge and Highway district at a meeting of district directors and members of the Board of Supervisors in the City Hall.

MacDonald's name formally was presented to the body by Supervisor William P. Stanton. The nomination was seconded by Congressman Richard J. Welch.

MacDonald will make surveys, soundings and plans for the 4000-foot span across the Golden Gate and Fort Point to Lime Point.

To Prepare Budget

The new finance committee was instructed to prepare the budget for the preliminary work on the bridge, including organization of the district. Congressman Welch and William P. Filmer were authorized to consult with New York prominent engineering and legal firms and report to the board of directors.

The finance committee announced that the budget estimates must be prepared by June 15 and submitted to the counties in the district for inclusion in the next tax rate.

The committees named were:

Finance—R. H. Trumbull, Carl Henry and J. A. McMinn.

Seal—Henry Westbrook, Supervisor William P. Stanton and Thomas Maxwell.

Auditing—Supervisor Warren Shannon, F. P. Doyle and A. R. O'Brien.

The directors drew lots for the two and four-year terms, with the following results:

ALAN MacDONALD

Four-year term—Henry Westbrook, Del Norte County; R. H. Trumbull, Marin County; Thomas Maxwell, Napa County; Supervisor Warren Shannon, San Francisco; Frank P. Doyle, Sonoma County, and director to fill vacancy.

Two-year term—A. R. O'Brien, Mendocino County; Supervisor William P. Stanton, Congressman R. J. Welch, San Francisco; J. A. Minn, Sonoma County; William P. Filmer and Carl Henry, San Francisco.

San Francisco is entitled to six directors, but has only five because of the resignation of Supervisor Franck R. Havenner.

Supervisor Stanton stated that the cost of the preliminary surveys and test borings for the pier and foundations will be relatively small. "Ralph Modjeski estimates that the cost of the preliminary work will be far less than even the estimates," said Stanton.

At the meeting all members were present except Henry, who is in the East.

DEPARTMENT OF ELECTRICITY

By Joseph Murphy

THE annual picnic given by this department will be held on Sunday, April 28, at Gilmore Park. Each year the inspection department and the construction department play their annual baseball game. There is considerable rivalry between the two teams. The manager, Harold Gerber, expects to lead his team to victory. They will have to go some, as I hear that the shop men are going to install "STOP" and "GO" signals at all bases, same to be controlled from the home plate.

A good time will be had by all. Games, music, dancing, with plenty to eat and drink.

Al Cohn and Joe De Vecmon will entertain all comers, so come prepared. Harold Gerber or Nick Siggins will match anyone on the field for lunch.

Don't forget to bring the ladies, for the sheik of the department, Eddie Collins, will be there in all his glory.

The time: Sunday, April 28. The place: Gilmore Park.

Junipero Serra, a Picturesque Drive

MARKING another milestone in San Francisco's onward progress, a contract for the construction of the Junipero Serra Boulevard from St. Francis Circle to the county line—a distance of 1.8 miles, has been let by the Board of Public Works.

Junipero Serra Boulevard, flanked as it is by handsome residences on the easterly side and the golf links on the west, when completed, with an ornamental lighting system, will make one of the most picturesque drives in the city, and its width of 100 feet should take care of all the traffic that will develop in that area.

With the award of the contract for $412,000 to Eaton and Smith for construction, the job received the approval of the Board of Supervisors' Streets Committee, including Supervisors Andrew J. Gallagher, Alfred Roncovieri and Fred Suhr, who recommended for the boulevard construction the $412,000 appropriation from the recent boulevard-highway bond issue.

The contract provides for the building of a roadway 100 feet in width, with an eight-inch concrete base and a three-inch asphaltic concrete surface, and for the construction of the necessary curbs, with six-foot sidewalks on both sides of the roadway for the full length. It also provides for the moving of the tracks of the Market Street Railway Company from their present location to the center of the roadway between St. Francis Circle and Ocean Avenue, thus maintaining the same location of the railroad right-of-way as now exists on Sloat Boulevard from St. Francis Circle to the ocean.

The new highway link will prove of the greatest traffic importance to the peninsula section, and will permit a spread of traffic in the Richmond, Sunset and Golden Gate Valley districts.

In addition, traffic signals will be installed throughout the length of the boulevard, so that traffic may be moved with a maximum of speed and a minimum of danger. This policy is being carried out in all the boulevard construction now under way.

Assistant City Engineer Clyde E. Healy, acting as advisor to the Supervisors' Streets Committee, in a report on the project, among other things, said:

—Photo by Chaffee

CLYDE E. HEALY
Assistant City Engineer

"Unfortunately the bond issue could provide for the construction of this road only as far as the county line of San Mateo County, and it was necessary to form a Joint Highway District for the extension of the road into San Mateo County. This highway district, composed of San Francisco and San Mateo Counties, with Supervisor Hickey as chairman from San Mateo County, and Supervisors Gallagher and Roncovieri from San Francisco County, has been completely organized, the necessary preliminary reports have been completed, and the engineering studies made for the extension of the roadway from the county line to a connection with San Antonio Avenue in Burlingame; the necessary rights-of-way for the first unit

—Photos by Chaffee

Pre-construction views of Junipero Serra Boulevard. Upper: Looking north over Stanley Street fill; Center: Looking south over Stanley Street fill; Bottom: Looking north from Estero Avenue

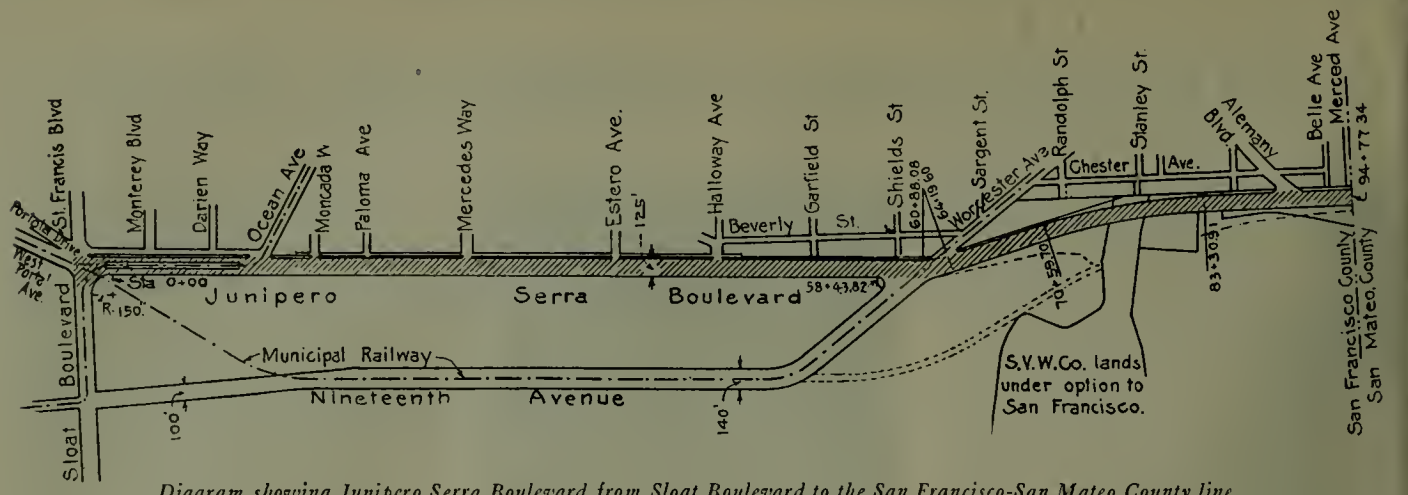

Diagram showing Junipero Serra Boulevard from Sloat Boulevard to the San Francisco-San Mateo County line

of this construction are being acquired, which will carry the construction as far as School Street in San Mateo County."

The detail plans for this section were completed by City Engineer M. M. O'Shaughnessy. They provide for a right-of-way 125 feet in width and for the construction of a sixty-foot paved roadway and the necessary drainage structures. The total distance to be constructed under this conrtact is approximately one mile, and will be paid for out of funds raised by the Joint Highway District.

Assistant City Engineer Healy hopes the latter contract can be let within the next sixty days so that its completion will closely approximate that of the section of the boulevard in San Francisco County. In the meantime, the Joint Highway District is bending every effort to provide the necessary funds for the extension of this roadway to a connection with El Camino Real at Baden.

Mr. Healy points out that the importance of this road will be readily seen by the motoring public, as it will provide, with the first two sections completed, a chance to divide the traffic, that portion going to the Richmond, Sunset and Golden Gate Valley districts being routed over the Junipero Serra Boulevard extension, the other portion of the traffic going to the Mission and down town, continuing on over the El Camino Real.

The State of California, through its Highway Commission, is lending every assistance possible to the construction outside of the County of San Francisco, and has allocated the sum of $83,000 toward this improvement.

FLYERS SEEK STEPHENS' PROMOTION

AS A tribute to his ability properly to administer the affairs of the superintendent's office at San Francisco's municipal airport at Mills Field, twenty-eight airmen, constituting the entire membership of the Pilots and Operators' Association of Mills Field, have recommended to the Airport Committee of the Board of Supervisors that Bartlett Stephens, acting superintendent, be given permanent appointment to that post.

Stephens, for the last two years, was assistant to Frank Flynn, superintendent, who recently resigned.

Stephens was born in Santa Clara. He attended the Lick School of Mechanical Arts and later graduated from the A to Zed Preparatory School in Berkeley, having specialized in mathematics. His first employment was on power construction lines in the mountains, where he remained several years. He resigned to make a voyage around the world as a cadet on a passenger liner.

While still in high school Stephens, at 16, earned his credits for mechanics by putting in all his spare time under the tutelage of Captain Eddie Rickenbacker, who was operating the Durant Flying Field. Immediately on his return from the trip around the world,

BARTLETT STEPHENS

Stephens followed up his chosen profession of aviation and went to the Ryan Air Field at San Diego, where he took an intensive course in flying and in aero engine mechanics. Upon finishing there he returned to San Francisco and was elected assistant superintendent of Mills Field.

Stephens not only holds the highest license issued by the United States Department of Commerce, that of a transport pilot, but also is licensed as both an aero engine and aeroplane mechanic. He is a member of the National Air Pilots' Association, National Aeronautical Association and the Quiet Birdmen. He is a member of San Francisco Lodge No. 3, B. P. O. E. He makes his home at the Elks' Club.

Several months ago Stephens was one of those commended by the Board of Supervisors for heroism in attempting to rescue two flyers who were marooned in the air with a broken landing gear. On that occasion he rode on the wing of another plane a half mile in the air in a stiff gale, having held on to the struts with one hand and holding a parachute in the other, ready to pass it to the distressed flyers below if they were compelled to make a jump.

PLAYGROUND GIRLS ORGANIZE

Senior girls of the Mission Playground have organized a club to be known as the Bulldogs. Audrey McCracken is the president; Florence Hauffield, vice-president, and Frances Hughes, secretary.

Fore! And Game Was On

By HARRY J. BORBA

SAN FRANCISCO'S municipal employees have "gone golf."

Exactly 101 representatives of the various departments of city and county government teed off in the first annual San Francisco Municipal Employees Golf Championships sponsored by The News, on Saturday, March 23. The titles still are in the process of settlement as this story is written, but the excitement has in no sense abated.

In fact, there is so much interest in the tourney and its candidates for honors that it now seems likely next year will find at least 250 golfers in the qualifying round. Every office has at least three or more workers who are going to take up the intriguing Scotch pastime. Success of their fellow workers has provided the incentive.

Firemen Lead All Entrants

Firemen led all the rest in the matter of entrants, but, peculiarly enough, not one of the hose and reel boys was able to land in the championship final. That will be contested by Otto Meyer, handsome young detective sergeant, and Joe Coughlan, Municipal Railway motorman. Battalion Chief Dennis J. O'Donnell made a sturdy stand against Otto Meyer in the semi-final, forcing the young apprehender of diamond thieves to the eighteenth hole before a decision was reached. Bill Dunne, one of the boys on Fireboat No. 1, provided Joe Coughlan with even more of a tussle. They had to go to the twenty-first hole, where Joe finally won with a par.

Several handsome trophies served to attract a very excellent class of golfers to the tourney. The championship flight of sixteen players was about as classy as you will find in any tourney outside of the northern California and the California State competitions.

Even if the firemen were routed

ELMER GAETJEN
Parks and Playgrounds

out of the titular division, they will take their share of trophies back to their respective fire houses. Captain Mike Lee is in the second flight final; Bill Sweeney in the third; Lon Fordyce in the fourth, and Lester McRae in the sixth.

Superior Judges Qualify

Among the qualifiers on the first day were Superior Judges Timothy I. Fitzpatrick and Thomas F. Graham. Judge Fitzpatrick's 87 landed him in the championship division, while Judge Graham was in the fourth. Both withdrew before the match play began.

JOE COUGHLAN, *Municipal Railway*
Finalist for Title

District Attorney Matthew Brady landed in the third flight, but he was rousted by Chief Mike Gavin, of the firemen, despite his weighted driving iron and the agreement to make rules as the match progressed. Matt had a protege in Ed. Healy, but Ed. fared little better than his tutor.

All told there were more than 150 entries filed for the competition. Difficulties of shift work and varying hours in the different groups caused many to drop out of the qualifying round. The firemen led off with forty-eight men, trailed by the police with twenty-nine. Other departments had the following number: Board of Public Works, forty-four; Municipal Railway, thirteen; Parks and Playgrounds, twelve; Recorder's Office, five; Assessors, four; Exposition Auditorium, three; District Attorney's Office, three; City Engineer's Office, three; Superior Court Judges, two; Justice Court clerks, two; City Attorney's Office, two; Registrar's Office, one.

All Are Boosters

Every one of these golfers, whether he played or not, is a booster for the event. Next year the task of promotion will be greatly simplified. The idea of a competition strictly for employees of the

P. L. CLAVERE (left), *Recorder's office*
J. C. VINCENT, *Board of Public Works*

city has struck a very popular chord. For one thing, it provides a tournament for many persons who have no chance to engage in club affairs. And, for another, it promotes a feeling of friendship and loyalty between the various departments of government.

Too much praise cannot be given to Joe Hickey, director of municipal golf courses. He not only provided starting times on the various days of the tournament at a sacrifice to the links because the traffic is always heavier on Saturdays and Sundays, but he also worked to secure prizes for the various flights. And his able assistants at Harding, U. S. Catlett, starter; Ralph Scanlin and Sam Smith, his aides, were industrious in the conduct of the affair. Jack Ring had the fairways and greens in excellent shape for play.

Lincoln Park sent its representatives as well. Paul Wietzke, starter, and his aide, Alex McCullough, both qualified and were tough before they were finally eliminated.

BILL DUNN
Fire Department
All Photos Courtesy San Francisco News

Following is a list of the finalists in the various flights:

Championship Flight

Otto Meyer (Police Department) vs. Joe Coughlan (Municipal Railway).

Second Flight

Captain Mike Lee (Fire Department) vs. Peter Beasley (Municipal Railway).

Third Flight

Lieutenant W. J. Sweeney (Fire Department) vs. John Hayes (Assessor's Office).

Fourth Flight

Thomas McCann (Board of Works) vs. Lon Fordyce (Fire Department).

Fifth Flight

Jake Fischer (Board of Works) vs. F. W. Mackintosh (Parks).

Sixth Flight

Lester McRae (Fire Department) vs. J. J. Jordan (Board of Works).

Seventh Flight

F. J. Ryan (Board of Works) defeated J. M. Owens (City Engineers).

THE GREAT STREET CAR TRAGEDY
OR
RAY TAYLOR SETTLES A CLAIM

A Thrilling Play in One Big Act. Time the Present

By Ashley Turner

CAST OF CHARACTERS

Claims Agent, Municipal Railway.....Mr. Ray Taylor
Pietro Giannini (Victim).....Pietro Giannini
Telephone Operator.....Miss Bridget McCarthy
City Ambulance Driver.....Patrick O'Gara
Municipal Street Car Conductor.....Dennis O'Grady
Municipal Nurse.....Miss Patsy O'Brien
Merry Villagers, etc.

SCENE I

Telephone rings in office of Claims Adjuster Taylor. Jangling of bell awakens Claims Agent (Ray Taylor), who goes sleepily to phone.

Taylor: What do you want? Sure it is me. I'm in conference.

Telephone Operator: Shure an faith Mr. Taylor, there's been a sad accident at Market and Third streets. A poor man has had both legs cut off by one of our street cars. Rush down to 333 Howard Street and see him before he dies.

Taylor: Oh, rats! They promised me this job would be a sinecure. Nothing to do. But I gotta go take a report on that man that got run over. Hope the car tracks were not injured. (Puts on hat; brushes curls away from forehead, and, taking up stick, departs.)

SCENE II

(Humble home of Pietro)

Pietro: Oh, mister, I am going to die. I gotta both da leg cutta off and one of da hands by dat street car.

Taylor: Yes. And what were you doing on the tracks, interfering with the operation of our street car lines?

Pietro: Please excuse, mister. Please excuse, but I was crossing the street after the signal said "GO" and the street car it run across the street when the sign say "STOP." It hit me terrible. I die!

Taylor: Have you a criminal record?

Pietro: No, sir, good mister. No, sir. I just work all de time.

Taylor (taking out note book): Where were you on the night of June 3, 1886?

Pietro: I swear, mister, I don't know. Too long ago.

Taylor (writing in book): Ha! Ha! Has poor memory or is concealing past life. (Sternly to Pietro.) You had no business crossing the tracks at all. Your blood got on one side of the wheels and the wheels will have to be washed. Also you gave the motorman a headache and the conductor is sick from fright. He forgot to collect a nickel from a passenger who boarded just before you were hit. You are a pretty lucky guy, Pietro.

Pietro: Lucky! Don't say that, mister. I never had no luck.

Taylor: And we had to bring you home in an ambulance. That cost money. What do you think the Municipal Railway is, Santa Claus? How much you think this accident is worth?

Pietro! O, mister railroad man, go away! I am a poor man and I didn't mean to hurt the street car. I lose my two legs and my arm. I poor man, work hard all the time. Wash the window, mop the floor, sell the flowers to make a living. I poor man, but you go away and no come back any more, Mr. Railroad Man, and I give you $5. That is all I got.

Taylor: All right, sign this quit claim. Where's the five?

CURTAIN.

STARR KING SCHOOL

A Community Chest program was given in the auditorium of the Starr King School, Friday, March 1. The speaker for the occasion was Mr. Tanghe, who cited many instances where the Chest had proven helpful. The children of the fourth, fifth and sixth grades contributed to the program with original poems, stories and music.

The Board of Education recently adopted a resolution that, in connection with Public Schools Week, April 22-26, and with the approval of the principals and the voluntary service of teachers, principals in the below named schools be authorized to operate regular classes in the evening to show the work of the schools to the visitors who will attend. The attendance of children on these classes is to be voluntary. The period of demonstration is for about one hour, beginning at 7 p. m.

Lafayette, April 22; Commodore Sloat, April 22; Polytechnic High School, April 23; Horace Mann Junior High School, April 24; Sherman, April 25, and Raphael Weill, April 26.

Some New Novels

By ANNE M. FARRELL
Head of Fiction Department, Public Library

THE Spring list of books is notable for the variety of material as well as the quality of the work published. The detective story leads in quantity, but interest is again displayed in the well-written novel of character and social conditions.

"Dodsworth," the new novel by Sinclair Lewis, is the best book that has yet come from the pen of this interesting author. Lewis has grown more polished in his diction, and in "Dodsworth" he is more the brilliant novelist than the canting theorist as in "Elmer Gantry." Although "Dodsworth" primarily is a novel of marriage, particularly American marriage, it is by no means a tedious problematical treatise. Some fine character sketching is done as we follow the trail of the retired automobile manufacturer, Samuel Dodsworth, through a sight-seeing tour of Europe. His wife, Fran Dodsworth, is one of the most remarkable characters that Sinclair Lewis has yet created.

"Shadowed" is Delightful

That happy combination, Hilaire Belloc and G. K. Chesterton, are responsible for the delightful new volume of satirical intrigue and mystery. The story, called "Shadowed," opens in the year 1979. A naïve youth is the central character, and he is harassed on all sides by the most extraordinary dangers. The drawings by the inimitable Chesterton are barbed with that gentleman's usual wit and humor.

A list of new books would not be complete without some mention of a detective story. In "The Bishop Murder Case," by S. S. Van Dine, Philo Vance, verbose detective de luxe, again makes his appearance. While this new effort of Van Dine does not equal his previous tales, particularly "The Greene Murder Case," it will be popular with the lover of mystery stories.

"Mamba's Daughters" by Du Bose Heyward is a powerful tale of

ANNE M. FARRELL

Charleston by the author of the famous "Porgy." It is a story of the black folks and some of the white gentry of the South. Through it all, like a thin thread of fine gold in a priceless tapestry, runs the influence of old black Mamba. Pathos and realism blended with humor and understanding distinguish "Mamba's Daughters" as one of the worthwhile efforts of the year.

"Transport" by Isa Glenn and "Fire" by Armine Von Tempski are two novels of distinction by women, both laid off the beaten track. In "Transport" the action takes place on board an army transport bound for Manila. Mrs. Glenn gives a vivid portrait of the three weeks when the passengers get on one another's nerves and the monotony of the voyage brings out unsuspected traits and emotions in otherwise ordinary human beings. The climax is crashingly vital and the book ends as the steamer sails peacefully into port.

Miss Von Tempski again takes Hawaii for the locale of her new novel "Fire." Life, primitive and elemental, battles with the thin veneer of civilization when a girl from the States, trained to control her emotions, finds herself in love with a Hawaiian cowboy. The working out of the plot contains many surprises, and some particularly beautiful descriptions of Hawaii.

LIBRARY NOTES

The new Business branch, 1104 Russ Building, is attracting much favorable attention. It is a modern library, equipped with a splendid collection of business and financial books. Mrs. Phyllis Welch and Miss Anita Levy are in charge of the branch.

Miss Dorothy Doyle, Circulation Department, has returned from a two months' vacation in Hawaii.

Miss Edith Man, Reference Department, has taken a year's leave of absence, which she will spend traveling in Europe.

Another interesting trip is that planned by Miss Jessie Fredricks, head of the Music Department. Miss Fredricks will divide her time between Europe and America. She will be gone six months.

SONGS OF ALL NATIONS TO BE SUNG AT CITY EVENT

The truly representative folk-songs of many nations will be presented to the people of San Francisco for the first time on the night of April 23, when 300 singers from the Municipal Chorus will present a novel program under direction of Dr. Hans Leschke, city choral chief. The international song-fest will be given under direction of the Auditorium Committee, and will be purely a San Francisco affair.

Dr. Leschke has just reported to Chairman James B. McSheehy and Supervisors Warren Shannon and Franck R. Havenner of the Auditorium Committee that rehearsals for the folk-song concert are progressing to such an extent that the singers will be letter perfect. In addition to the group singing there will be several solos on the huge Exposition organ by Uda Waldrop, and by Easton Kent, the popular local tenor. Kent is well known on the local concert stage as well as to many radio fans.

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San Francisco School Department

SAN FRANCISCO BAY AND PHYSICAL EDUCATION

By John S. Gutleben

ACCORDING to the viewpoint of groups or individuals, San Francisco Bay has a varied meaning. To the average citizen, who receives an occasional glimpse, the bay is a refreshing scene. To many a commuter it is a useless barrier, interfering with rapid arrival at the place of occupation, and on days when perturbed or when veiled in fog, to the same group the bay becomes a vexation of spirits. As viewed by commercial and shipping interests, San Francisco Bay looms as one of the greatest harbors on earth; as the source of great riches and of the rapid spreading over its shores and surrounding hills of industrial plants and of habitation upon habitation.

To that group charged with the training of the future men and women of this city, San Francisco Bay is acquiring new meaning. "What communion hath light with darkness?" How can we link physical education with San Francisco Bay? To the average parent there is enough anxiety in permitting their offspring unattended to cross modern city streets, but the bay, gruff and ominously wrinkled by its cold westerly winds, is an open-mouthed monster ready to devour all venturing on its surface unless protected by the secure hull of a ship or ferry. How then can this fearsome object serve the benevolent purpose of the physical welfare of our unthinking boys and girls?

It is the gradual overcoming of this attitude on the one hand and the widening sphere of our educational program, "like the wideness of the sea" that accounts for the activities which we propose to describe in subsequent copies of this publication. It will be of interest first to learn of the history of the movement; then the means to the end—type of equipment and facilities, organization—how handled, and finally, the varied nature of activities—the unrealized possibilities of the bay, not as a source of material wealth, but that far higher value in the making of our future men and women.

SCHOOL NOTES

Students of Mission High School, with a mixed chorus of 125, an orchestra of sixty, and other organizations participating, gave their first annual music festival the night of April 12 in the high school auditorium. The event, pronounced a wonderful success, was the first of its kind in the city.

The program, which was arranged by George D. Ingram, director, included selections by the boys' glee club, girls' glee club, boys' quartet, mixed quartet, string quartet, and the Mission High School band. Among the soloists were Margaret Sullivan, contralto, and Annette Sutt, violinist. Cecil Davis was one of the girl saxophonists in the orchestra.

* * *

The Board of Education has decided that when the new senior high school is constructed on the site bounded by Geary and Balboa streets, Thirtieth and Thirty-second avenues, it will be officially known as the George Washington High School.

* * *

The following transfers in the janitorial staff have been ordered: Catherine Kelly, from the Emerson to the George Peabody School; Patrick O'Mara, from the Raphael Weill to the Emerson School; Rudolph Patrick, from the Department's store room to the Raphael Weill School.

* * *

A teachers' competitive examination for qualifying an eligible list for appointment to the elementary schools will be held in the High School of Commerce Saturday, June 8, from 9 a. m. to 4 p. m.

* * *

The following leaves of absence have been granted by the board: Miss Stella Keating, Horace Mann Junior High School; L. M. Scott, Galileo High School; Edna Harrington, Detention Home; Mary E. Reene, helping teacher to Deputy Superintendent Miss Roberts; Lucy M. Pray, Part-Time High School; Myrna Garibaldi, Sherman School.

* * *

During the month of April the members of the Junior Traffic Reserve are to be excused on each Thursday to attend the demonstration to be given for them by the members of the Thirtieth United States Infantry, stationed at the Presidio.

Architect's drawing of the $600,000 Roosevelt School to be erected at Arguello Boulevard and Geary Street. When completed, it will be one of the finest school buildings in the United States. J. R. Miller and T. L. Pflueger, Architects

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Board of Health

DR. HENRY L. CURTIS, with a record of more than twenty-seven years with the Board of Health, retired from that service on April 6. He is one of San Francisco's noted physicians.

In honor of Dr. Curtis' long service, a group of doctors, city officials and friends tendered him a banquet on Saturday evening, April 6, marking the physician's retirement from city service.

Dr. William C. Hassler, City Health Officer, was toastmaster, and Frank J. Klimm, president of the Board of Health, presented Dr. Curtis with a silver vase from his associates.

Among those present at the banquet were: Frank J. Klimm, Dr. A. S. Keenan, health commissioner; Dr. Hassler, Dr. Herbert F. True, assistant health officer A. B. Crowley, Dr. Joseph F. Poheim, Dr. Thomas D. Maher, Dr. R. P. Clark, Dr. R. W. Burlingame, Dr. Robert Grosso, Dr. T. d'Arcy Quinn, Dr. A. A. O'Neill, Dr. A. D. Prentice, Dr. George Becker, Dr. Kuykendall, G. Pouchan, Percy R. Hennessy, T. P. Lydon, W. D. Hobro, Fred S. Ream, W. Wade, Charles Roberts, W. H. Henning, Walter J. Ragan, Meade Hoover, W. Cahill, Louis P. Monaco, I. L. David, Edward M. Coffey, T. J. Kane, Dr. L. M. Wilbor, A. H. Nelson, B. F. Lewis, William T. Montgomery, Dr. S. E. Coffey, W. Halderman and Hal Curtis.

Dr. George H. Becker, associated with the Board of Health for the last five years as assistant medical inspector of schools, was advanced to the position vacated by Dr. Curtis. Dr. John McGuire has been appointed to school health inspection work, vice Dr. Becker promoted.

* * *

The Health Officer has been directed by the Board to cooperate with the San Francisco Federation of Women's Clubs to make a success of the movement of Better Homes Week, to be observed in San Francisco April 21-27, and that he lend all possible assistance in that regard.

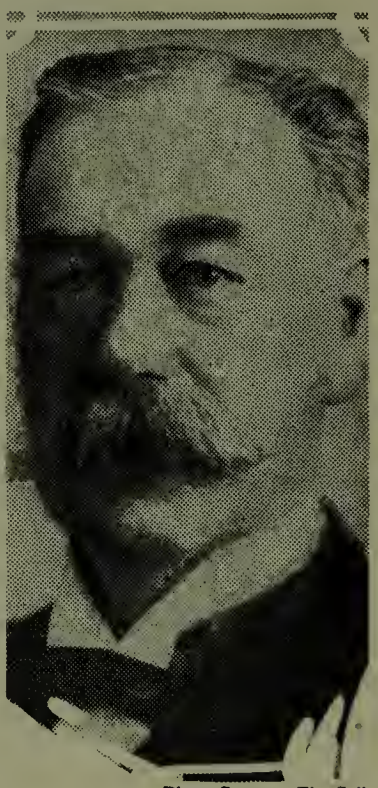

Photo Courtesy The Call

DR. HENRY L. CURTIS

DR. NORMAN ON LEAVE

Dr. Alfred J. Norman, assistant superintendent of the San Francisco Hospital, recently was granted a three months' leave of absence to recuperate his health. Dr. Norman at present is at his fruit ranch in Sonoma county. The question of a temporary successor to Dr. Norman is now being considered by the Board of Health.

ARCHITECTS APPOINTED

Contemplating the sale in the near future of $3,500,000 in bonds for increased facilities at the San Francisco Hospital, the Board of Health recently appointed four architects to perfect plans and specifications for the various projects outlined in the bond issue. The architects and the work for which they were appointed are: Alfred I. Coffey, additions to the San Francisco Hospital, including new cancer and psychopathic wards; Samuel Heiman, new health building to be erected in the Civic Center; Appleton & Hyman, additions to the Laguna Honda Home.

The Board of Health's proposed building program and the approximated cost of each item follows:

1.	Construct two additional units of forty beds to the Tuberculosis Preventorium at the San Francisco Health Farm, and equip the same	$ 70,000	
	Complete necessary road work at the Health Farm, build gates and fences	58,100	$128,100
2.	Construct psychopathic building, capacity 150 beds (a portion of this structure to care for drug addicts). Estimated cost	400,000	
	Equipment 150 beds at $175 per bed	26,250	426,250
3.	Construct a Cancer Institute, capacity 150 beds, with laboratory and necessary X-ray and radium treatment apparatus.		
	Estimated cost	400,000	
	Equipment, 150 beds at $250	37,500	437,500
4.	Construct three units as additions to the Laguna Honda Home, giving 450 additional beds to that institution.		
	Estimated cost	750,000	
	Equipment, 450 beds at $150	67,500	817,500
5.	Acquire additional lands for the extension of the health program of San Francisco, allowing for the enlargement and extension of the hospital and district health centers; and purchase of other suitable lands		725,650
6.	Enlarge Central Emergency Hospital, including a health center building on city owned or acquired lands, in the Civic Center.		
	Estimated cost	550,000	
	Equipment	50,000	600,000
7.	Additional stories to be added to existing Ward buildings and to the present Tuberculosis Hospital on the San Francisco Hospital site.		
	Estimated cost		365,000
	TOTAL BOND ISSUE		$3,500,000

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In this building, too, there is a large coffee roasting department, where Mutual coffee is blended, roasted, ground and packed. Other departments in the plant are the grocery and produce warehouses, the truck repair shops and the offices.

The building also has a large auditorium and recreation hall for Mutual employees, with a kitchen where refreshments may be prepared. Frequent dances and entertainments are enjoyed here by employees and their friends.

This building is well worth a visit and arrangements to go through it may be made at any time by phoning Underhill 2722.

SALADS FOR HEALTH AND BEAUTY

By Martha Adams
The Best Foods Home Economics Service

BRILLAT SAVARIN, prince of epicures, has maintained that a diet of dainty succulent and delicate dishes served with artistry and eaten with an air of devotion, has power to induce extraordinary beauty through supplying pliancy and firmness to the muscles and affording brilliancy and freshness to eyes and skin.

Whether it is the lure of beauty or unconscious revolt of appetites surfeited with heavy winter foods, by the time warm weather really comes, we are ready to eschew the solid meals of cold weather for something more in keeping with the new aspect shown by the world, under more benign sunlight and bluer skies. Dr. McCollum's edict of two salads a day now falls on fertile soil. The ever watchful mistress of the kitchen consulted her recipe file for new salad combinations long before the appearance of the first crocus, realizing that salads are no longer a summertime dainty, but necessary all through the year. Now she looks for new spring combinations with which she can create table poems in dishes.

A cupful of cold flaked fish, one-fourth cup of chopped Fanning's Bread and Butter Pickles and two-thirds of a cup of finely cut celery, are all the ingredients required for a salad of fish. Toss the salad lightly with a fork and spoon, mixing with plenty of Best Foods Mayonnaise when ready to serve.

Arrange lettuce on dainty salad plates and pile the salad mixture on them, garnishing with whole slices of the Bread and Butter Pickles.

The tender luscious yellow green of the lettuce, its delicacy and crispness of texture if not inducive to greater beauty, should at least inspire you to daily salad making. With these esthetic qualities, link the health value you know lurks in the good green leaves and be encouraged to further good works with salads.

ALL CHANDLER MODELS NOW ON DISPLAY

The new Chandler line, of which the Kelley Kar Company, 1595 Van Ness avenue, have exclusive territorial rights, is proclaimed by thousands as one of the most beautiful and serviceable on the automobile market today.

This new line embodies two six and two eight-cylinder chassis and includes 26 body models in new colors, many of the models having wire wheels and side mountings. The 65 series is the lowest priced, with the Big 6 series running slightly higher in price. The new Royal 75 is a medium priced eight on a 118-inch wheel base chassis, while the Royal 85-eight series is the most luxurious of the new line. The Westinghouse vacuum brake and the one-shot chassis lubrication system are standard except on the 65. Standard equipment on all models includes an automatic windshield wiper, twin-beam headlights, gasoline gauge and thermometer on the instrument board, electrolock, dome light, robe rail and built-in footrest.

All of these models are now on display at 1595 Van Ness.

MR. WOLLENBERG HONORED

Charles M. Wollenberg, superintendent of the Laguna Honda Relief Home, signally was honored April 6, when he laid the corner stone of the new Masonic Club Building on the campus of the University of California, Southern branch, at Los Angeles. Mr. Wollenberg represented the Masonic fraternity at the corner stone ceremonies.

* * *

Edward M. Coffey, genial chief clerk and statistician of the Board of Health, is packing up his baggage preparatory to setting sail for Alaska, where, for a few weeks, he will forget the looks, colors and descriptions of germs and kindred micro-organisms. He has promised the office force a cargo of Alaskan salmon and a team of live reindeer on his return.

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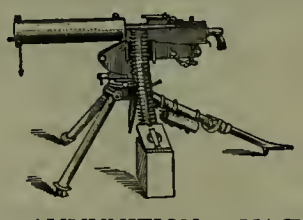

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City Service Employees

By William T. Bonsor

THE youngest and largest organization of City Employees came into existence a few months ago. After electing Stephen Sullivan, president; Robert Drady, secretary, and James Foley, treasurer, they named themselves the "City Service Employees." They started off with 1100 members and have lost none to date. They started off with a bang and about everyone in our fair city knows they are a well organized body of men and women. Some of the boys feel that if they had been in that East-West game the West might have had another victory. However, this is another year and they may know us better by next Christmas.

WILLIAM T. BONSOR

The City Service Employees is composed of the employees of the Parks, Playgrounds, Libraries, Hospitals and various workers in other City Departments. They are banded together to secure the benefits of Civil Service in the same manner it was attained by hundreds and hundreds of other city employees in the past. Employees of the Parks, Playgrounds and Libraries, as departments, have never been placed under Civil Service. With these departments about 250 nurses and other employees in most of the remaining City Departments banded together and went before the voters under Charter Amendment No. 28.

Question Not Beaten on Merits

We opened headquarters and conducted an up-to-date campaign, and on November 6, 1928, were rewarded by more than 70,000 "YES" votes for our efforts. We failed of victory by only about 3000 votes. The question was not beaten on its merits, as is attested by the vote. The Presidential campaign, the longest ballot in the history of the city, the controversial measures coupled with the abnormal "NO" vote made it impossible to win at that time.

The Charter Amendment was sponsored by Supervisor Jesse C. Colman, chairman of the Civil Service Committee of the Board of Supervisors and approved by his colleagues, Supervisors Franck R. Havenner and Sylvester Andriano. It was also approved by the Judiciary committee of the Board of Supervisors, consisting of Chairman Milton Marks and Supervisors J. Emmet Hayden and Charles F. Todd. The proposal was approved by the eighteen members of the Board of Supervisors and Mayor Rolph.

Having been placed upon the ballot, we proceeded to place our cause in the hands of all the leading citizens and organizations of the city. It received the indorsement of the men and women of San Francisco, those who gave their names as a citizens' committee headed by Chairman Jesse C. Colman. We then pro-

ceeded to the various civic organizations and received the indorsement of all of them. This included improvement clubs, women's organizations, labor unions, the Chamber of Commerce and all business organizations. This multiplicity of indorsements would have been impossible except that our cause was just and so considered by these men, women and clubs.

Intended to Clear Up Situation

Here was a piece of proposed legislation designed to clear up the civil service situation in San Francisco for all time and make the city government civil service pure, as it were. In other words, the machinery provided by the terms of the proposed amendment would have made San Francisco a shining example to the cities of these United States in the way of thorough civil service. If our citizenry could have had the opportunity to vote on this proposal alone it would have carried by an overwhelming vote, but they had neither the time nor opportunity at the last election to give the amendment due and proper consideration. Vicious propaganda by a few made many believe that approval would mean an increase in taxes, which is positively untrue.

The only open opposition to the amendment was made by the Municipal Civil Service Employees' Association. The opposition of this association not only did not contribute to the defeat of the measure, but actually gained votes for it, as we found on a check early in the campaign, which persuaded us to refrain from attempting to try to secure their approval or neutrality. An article under the name of the president of that association, but written by a clever and worthy person, surely gives us the right to answer same and place our organization squarely and fairly before all city employees. It is said that we made a vast outlay of money to carry No. 28. To be exact, we spent $5196.59. With 1100 men and women involved, it averaged less than $2 per person. By the widest stretch of the imagination this cannot be considered a vast outlay of money. In fact it would cost a single candidate for office that or more. The truth is, we conducted a real campaign for little money and our recipe is worth something to anyone wishing to conduct a campaign in the future. We are willing to permit anyone to use it. The truth is that organization work, coupled with individual work, made the display without newspaper assistance.

On December 6 we held a meeting and banquet of our Executive Board of forty members in the rooms of the Elks' Club. Genial Michael Lawley was the master of ceremonies, and it was an evening long to be remembered. A special committee is now arranging a monster entertainment for a gathering of the entire membership of 1100. The organization has selected Oliver Germino as its attorney. That places our legal matters in capable hands. Brother McIntosh of Golden Gate Park is the custodian of flowers and incidentally chairman of the finance committee. Not a poor selection at that.

No Misrepresentation Used

It is said that we used a great deal of misrepresentation in the campaign. Such is not a fact, as we were at all times honest as to all of the issues involved. Our advertising, for which we paid, stated the story full and complete, as did the news stories of our publicity men and our radio service. The fact of the matter is that the other side, if we can call it that, carried on all of the misrepresentation in the campaign. We are informed that the representative of the Civil Service Association called the 250 men and women "political bums" to his radio audience. He

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stressed the point of one man involved, who, through his ability and worth to the city, received quite a handsome salary. Bearing down on such minor points as these is the essence of misrepresentation. This misrepresentative played all of his cards with the city authorities to prevent the proposal being placed on the ballot and did not help his cause by using bullying and unfair tactics. These assertions are made advisedly. We have no quarrel with the Civil Service Association and its purposes of organization, but we find that it functions poorly as regards the rank and file which has dwindled so materially because of its attitude and methods in connection with Charter Amendment No. 28.

The attitude of this association on No. 28 can be attributed to the selfish motives of a few who wished, with no risk, opportunity to throw on the mercy of the world men and women who had served the city from one to twenty years for the purpose of merely gaining for themselves a few more dollars per month. Let it be understood that many of these 250 have civil service standing, but, like many other civil service employees, are holding advanced positions because of ability or advanced wages, because of changing economic conditions.

The Board of Public Works employees were the bugs in the ointment. There were about forty-eight of them, but the honest opposition counted 250, which included the nurses in the San Francisco Hospital and men and women in about twelve other departments. These forty-eight did receive appointments for political activities, undoubtedly. How many of the old guard started the same way and were later given the advantages of civil service standing? Stand up and be counted. You only received what you were entitled to if you did your work, and you did, or your superior would not have retained you. And so it is today. It can be proven beyond doubt that the forty-eight are delivering, or they would not be tolerated by the Board of Works—you can gamble on that. Many have given twenty years. Others lesser periods. If they have made good it would not be amiss to make them civil service. This is true also of the remainder of the 250 in the other departments.

Just a word as to efficiency on the part of the Board of Public Works. This is a great city. Never does the Board receive half the money it needs and asks for in the annual budget. Yet it gets along in some manner under the managership of its efficient Commissioners and Bureau Chiefs. Take, for instance, the Street Cleaning Bureau. Peter Owen, Superintendent for the past twenty years, has never had enough money to run his bureau. He has never had enough money for equipment or men and asks for it year after year. He gets less money for this bureau than any similar bureau in the United States, comparatively speaking, and yet through his keen understanding of his work performs a wonderful task for our city each and every day. Still there are those who wish to put someone in his place, someone who has no practical knowledge of superintending this work, but who may be a wonderful student and an expert in examinations. You know that there are many who make a specialty of examinations and yet may fail of executive ability.

In closing we wish to thank Mayor Rolph, Supervisor Jesse C. Colman and the entire Board of Supervisors, as well as City Attorney John J. O'Toole, the Citizens' Committee, all city organizations and the people for their wonderful support during the past campaign, and we further respectfully solicit their future kind consideration.

The Municipal Employee

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Photo taken exclusively for The Municipal Employee in front of the Mint Avenue Firehouse

New Powerful Searchlight Unit recently put into service by the San Francisco Fire Department. The first equipment of its kind to be installed in any city west of Chicago. Standing—First Assistant Fire Chief Thomas J. Murphy. At top Fireman Daniel Sullivan, and below, Fireman Robert McCullough

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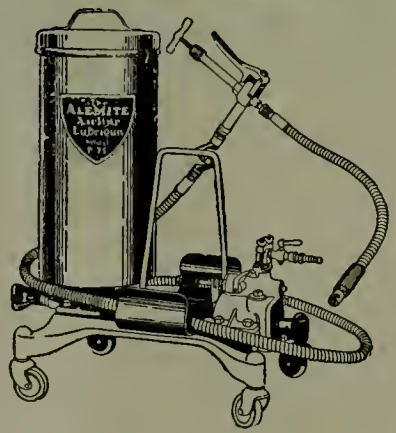

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SAN FRANCISCO

EDITORIAL PAGE

Go Out to the Park and Play

CHILDREN, grown up and little, capitalists or indigents, honeymooners or hikers, dudes or flappers, grandmothers or granddads, San Francisco is calling to you—

Go out to the Park and play!

Go in a limousine or a flivver, on street car or scooter, on bicycle or afoot—

Go out to the Park and play!

Get away from the grind and the worry, the hurry and flurry; shut the door of your office, close your home, turn your back on trouble, get out and roam—

Go out to the Park and play!

Get away from the club, the stock market and ticker, get away from the mail and the 'phone—

Go out to the Park and play!

Abandon profession, your trade and your learning, make recreation among the rhododendrons in De Laveaga Dell your line of business for a day—

Go out to the Park and play!

Get out of the crowds and into the cool and open. Let the peace and the silence of Stow Lake heal the wounds of the day's noise—

Go out to the Park and play!

Get away from the things that jar and disturb you. Leave behind the folk who annoy and who hurt you—

Go out to the Park and play!

Go visit the masses of sweet, stunning bloom, breathe deep of the waft of nature's perfume and, with song in your heart, lift up your voice in supplication to God; thank Him for all of His loveliness—

Go out to the Park and play!

* * *

Junipero Serra Boulevard

A contract calling for an expenditure of $412,000 for construction of the Junipero Serra Boulevard from St. Francis Circle to the San Mateo County line, is another step forward in San Francisco's program of civic beautification. When completed, the new road will throw open to San Franciscans and their visitors a highway that will be one of the most picturesque in the city. With a width of 100 feet it easily should take care of the heavy traffic that now congests that district.

Honoring a Friend

IT WAS fitting, indeed, that the good people of the San Francisco Health Farm selected Mother's Day—celebrated jointly with National Hospital Day—to pay tribute to their worthy friend, Dr. William C. Hassler, San Francisco Health Officer.

Instead of assisting in the National Hospital Day program, as he had intended, the doctor found himself listening to touching tributes to the memory of his loving mother and to eulogies of himself as a man, kindly physician and competent health officer. And, added to the spirit of the day, there was presented to him by the people of the Health Farm, a tree that he tenderly planted and which will stand as a living monument to the memory of his departed mother. It was a beautiful outpouring of the love and esteem in which Dr. Hassler is held. It was a fine tribute to a splendid man.

* * *

Visit This Exhibition

THE greatest sculpture exhibition ever seen in America is now open to the public at the California Palace of the Legion of Honor. San Francisco was chosen for this signal honor through the untiring efforts of Herbert Fleishhacker, Wm. F. Humphrey, William Sproule, M. Earl Cummings, George Tourny, Mrs. A. B. Spreckels, Paul Shoup, Walter D. K. Gibson and Mrs. Cornelia B. Sage Quinton, the board of trustees of the California Palace of the Legion of Honor. This is an opportunity for San Francisco to appear to advantage in the eyes of the art world—an opportunity for this city to become one of the art centers of the world. Every San Franciscan should make an effort to visit the exhibition during its six months' duration.

* * *

San Francisco's Fire Department

THIS number of the MUNICIPAL EMPLOYEE is devoted, in part, to San Francisco's Fire Department. We say without fear of contradiction that, from a standpoint of efficiency, this city boasts the finest fire department of any city in the world. That efficiency clearly was demonstrated in two recent fires, both of which might have become more serious than they were, with resultant loss of life, had it not been for the heroic work of the fire department.

WILLIAM A. SHERMAN
President, Fire Commission

The Fire Department's Corporation Yard

It Is an Immense Job to Care for the Needs of the Many Firehouses Scattered Throughout This Great City

By GEORGE S. SULLIVAN

IN a well-lighted, moderately furnished office on the second floor of the Fire Department's Corporation Yard, Francisco and Stockton Streets, surrounded by constantly ringing telephones, an occasional loud-ringing fire alarm signal and a corps of workers eager to "jump at a moment's notice," may be found the man who daily safeguards San Francisco's unequaled fire-fighting army. Carved in steel and upon a desk is a neat sign with the name: "Mr. S. Bermingham."

On the shoulders of Sam Bermingham, genial yard superintendent, and his capable assistant, Harold M. Jones, general foreman, rests continuous responsibility of seeing that San Francisco's fire department, from the standpoint of fire-fighting apparatus and equipment, is kept at a maximum of efficiency.

An Immense Job

Looking over the corporation yard gives one an idea that it is an immense job to care for the needs of the many firehouses scattered throughout this great city. At first glance, the big building that houses the yard appears to be a huge warehouse. Everything from needles to fully equipped fire-fighting apparatus may be found under its busy roof. Aside from the vast stores of equipment—hose, fire trucks, life nets, ladders, chemical engine parts and whatnot—there is seen spacious blacksmith, machine, wood-working and paint shops, and scores of skilled mechanics turning out jobs, some of them emergent, others "time" jobs.

A very important department is that of hose, coupling and nozzle testing. In the yard may be seen crews of men stationed at various firehouses testing out the hose equipment used at fires. Five lengths of hose are tested simultaneously under 400 pounds water pressure. At such great pressure the hose wriggles in agony, figuratively; and if it does not stand up under such terrific pressure it is relegated for uses other than fighting serious fires. It is all in the day's work for the firemen from the different stations to test 8000 feet of hose. Some of the tested hose has been in constant use for more than ten years and still stands up under the required water pressure, due in great measure to the fact that the hose for San Francisco's fire department is made under the department's special specifications and is known as two-jacketed hose.

Hose Testing

Hose testing, including the testing of couplings and nozzles, is a very important duty at the yard, Mr. Bermingham pointed out. "If a coupling should break during a fire," he said, "and start to swish back and forth, there is no telling how many firemen or spectators might be killed. Our hose is used under high pressure and we take no chances. An army general goes into battle knowing that the equipment in the hands of his men is perfect. So with our army of fire fighters—their equipment is kept in perfect condition."

Combined, the blacksmith and machine shops may be properly called the yard's "hospital," for it is in those departments that the repairs for "sick" and "crippled" aquipment are made. This includes all equipment used by firemen, and it would require several columns to enumerate the many jobs turned out in the shops. During April the yard completed seventy-five jobs. A num-

ber were big ones and many were little ones, but all were important to the department.

Relief Service

The Relief Service is one of the outstanding features of the yard.

No matter at what time of day or night fire-fighting apparatus may break down, or equipment become disabled, there is on hand, and ready to be supplied by these men who "jump at a moment's notice," sufficient apparatus and equipment to replace that which is affected.

Chief Murphy's fast-whizzing personal fire-going car may break down on the way to a fire. A signal is dispatched to the yard and, pronto, there comes a little red car to take the place of the disabled one. Two or three, or perhaps ten companies might pile up in collision or be wrecked by crumbling buildings and all be put out of commission. A signal to the yard and relief is immediately on the way to replace the damaged equipment.

In quaint corners of the yard's warehouse may be seen historic reminders of other days, the days when fire fighting was more hazardous to the "old boys" than it is to the men of today. In those corners are old helmets, old hand-wound hose reels, odd-shaped picks and axes and twisted bits of corroded hose. A few feet away, resting snugly against the wall, may be seen a stock of huge life nets, one of the modern means of life saving in big fires.

In the yard, and in the building, too, may be seen the trucks of other days—the days when automobiles first came into use. Some of the parts of those old trucks are made over for parts of machines now in use. For instance, here may be seen the old Engine Pumper No. 1, Seventeenth and Harrison streets, which is now being reconditioned for service. This was the first gasoline pumper ever put into service and came out in 1914.

Where Ladders Are Made

In the woodwork and paint shops there is also much activity. Workers are kept busy turning out rounds, sides and braces for ladders—all the department's ladders are made in that shop. Some of the ladders are short, but the regulation length of the department's ladders is sixty-five feet. When the painters have finished a job the repaired truck or automobile is "just brand new from the shop."

The personnel of the yard includes the superintendent, the general foreman, blacksmiths and blacksmiths' helpers, machinists and machinists'

SAN FRANCISCO FIRE DEPARTMENT'S "HOSPITAL"

Top: Corporation Yard Machine Shop. Left to right: Thomas McLaughlan, brass finisher; Howard Reed and Roy Baker, automotive machinists. Center: Another view of the machine shop. Left to right: Thomas Crow, blacksmith's helper; William Brown, machinist; George Stewart, machinist; Aylmer Petan, automotive machinist; Thomas Walsh, machinist; Floyd Manning and Roy Baker, automotive machinists. Bottom: View of the paint and woodwork shops. At right: Larry Donovan, woodworker.

View of Corporation Yard Blacksmith Shop. Left to right: Daniel O'Neil, blacksmith; Frank Coughlin, blacksmith's helper; Charles Stone, blacksmith; Harry Sherwood, blacksmith's helper; Frank McLaughlin, blacksmith; John Rodriques, blacksmith's helper.

helpers, painters and a brass finisher, woodworkers, a battery man, a boiler maker and a leather worker and trimmer, clerks and night watchman.

MAYOR JAMES ROLPH, Jr., last month announced the reappointment of Alfred Ehrman, San Francisco prominent business man, to the Board of Fire Commissioners for a term of four years. Mr. Ehrman's former term expired in January, last. In announcing Mr. Ehrman's reappointment, Mayor Rolph stated that the delay was occasioned by the fact that the Fire Comissioner had only recently returned from an extended visit in the Philippine Islands.

Tree-Planting in Dr. Hassler's Honor

"From petals of roses they made your sweet lips,
From lilacs they fashioned your sweet finger tips;
For your eyes they took violets, kissed by the sun,
From daffodils golden your dear hair was spun;
Your cheeks have the bloom of carnations, so fine;
Your thoughts are like orchids, so rare and divine."

TOUCHING tributes to Motherhood and eulogies to Dr. William C. Hassler, San Francisco's health officer, marked an impressive Mother's Day tree-planting program given by the people of the San Francisco Health Farm in the San Mateo hills, near Redwood City.

Mrs. Lina Wunderley, charming chairwoman for the day, and Miss Myra W. Kimball, genial superintendent of the farm, informed their friends and visitors that the day's program would be in the nature of a tree-planting ceremony in honor of Dr. Hassler, founder of the farm. Instead, it was explained by the gracious chairwoman, the Health Farm folk used the day as a means to surprise Dr. Hassler.

For a Departed Mother

"It being Mother's Day," said Mrs. Wunderley, "we could think of no higher tribute to pay Dr. Hassler than to dedicate this tree—a flowering plum—to the memory of his loving mother."

DR. WILLIAM C. HASSLER
Health Officer

Dr. Hassler visibly was affected. He spoke feelingly of the magnificent tribute paid to the memory of his beloved mother, Mrs. Elizabeth Hassler. In company with other members of the San Francisco Board of Health, he explained, he had come to the Health Farm to participate in a celebration of the birthday of Florence Nightingale, whose life was consecrated to the service of the sick.

The dedication exercises were started with a prayer by Dr. J. E. Marozik, a Redwood City clergyman, who is beloved by the people at the Health Farm, and who regularly preaches sermons there.

Charles M. Gallagher, deputy county clerk, was the principal speaker of the day and delivered the dedication address. He paid glowing tributes to Motherhood and to Dr. Hassler as man, physician and friend of the sick.

Tribute to Motherhood

In speaking of Motherhood, Mr. Gallagher said:

"It has become quite commonplace to point to the fact that the American traditions and the American spirit grew out of its early home life. Our laws and the foundations of constitution grew out of the spiritual atmosphere of the home. It is not too much, then, to say that the very future of this country is dependent upon the preservation of the home. Motherhood is continually doing that. The world may forsake you, but your mother never. The nation that follows the law of motherhood cannot help but achieve great ends."

Mayor Sends Regrets

Dr. J. M. Toner, chairman of the Board of Supervisors' Health Committee, represented Mayor James Rolph Jr., who, in a telegram, expressed regret at his inability to be present at the exercises. The Mayor took occasion to congratulate Dr. Hassler and the Health Farm folk on the progress made at the farm.

Dr. Toner, as did other speakers, praised Dr. Hassler for the splendid work he has accomplished as San Francisco's health officer and pointed out that this city boasts the finest police, fire and health departments to be found in any city in the world.

Johnnie Cronin of the Health Farm recited an original, sentimental poem, "The Tree," the words of which were dedicated to Dr. Hassler's mother.

Other Speakers

Drs. James W. Ward and William W. Wymore and Arthur H. Barendt, the latter representing President Frank Klimm, of the San Francisco Board of Health, were other speakers who paid tribute to motherhood and to Dr. Hassler.

Dr. Hassler, in accepting the praise bestowed upon him, modestly stated that whatever he had accomplished as a health officer, was with the heartiest coöperation of his associates on the Board of Health.

During the tree-planting, Dr. Hassler recounted the pleasures he experienced through many years' association with his beloved mother. Before shoveling in the dirt around the tree, Dr. Hassler removed from his coat lapel a white carnation—mute evidence of his bereavement—and from a happy little yougster accepted a red carnation, emblem of the living mother, both of which he tenderly dropped to the roots of the tree.

MISS MYRA W. KIMBALL
Health Farm Superintendent

Tree planting ceremony at the San Francisco Health Farm. At left: Mrs. Lina Wunderley, in charge of the day's program; standing near her is Dr. Hassler. On the platform, left to right, are Dr. Wymore, Arthur H. Barendt, Dr. J. M. Toner, center; Dr. Ward, Charles M. Gallagher and Philip Sapiro, Municipal Band Leader.

Dr. Hassler planting tree in memory of his mother

A Ray of Comedy

Mingled with the pathos of the occasion there came also a ray of comedy. While Dr. Hassler shoveled the dirt around the tree someone in the audience jocularly remarked:

"That's pretty hard work, isn't it, Doctor?"

To which Dr. Hassler replied:

"I was reared to work."

One of those who could not attend was Mrs. Edythe Tate Thompson, director of the Bureau of Tuberculosis in the State Board of Health and Executive Secretary of the California Tuberculosis Association.

Dr. W. R. P. Clark, medical director of the San Francisco Health Farm and director of the Bureau of Tuberculosis in the San Francisco Board of Health, represented the hospital.

During the triple ceremony Philip Sapiro, San Francisco's Municipal Band leader, and his band, rendered a number of appropriate selections.

After the services open house was the rule at the Health Farm and the scores of visitors, guided by a bevy of pretty nurses, took advantage of the invitation to inspect the farm and equipment and saw at first hand the friendly, devoted service offered to the sick.

Dr. Hassler pointed out that the Board of Health is making plans for increased service at the Health Farm. Two new buildings are to be added to the main, or hospital building, and additional dormitories are to be erected. On the hills opposite the Health Farm the Board of Health has in contemplation plans for the erection of a commodious tuberculosis sanitarium, he said.

The Mother's Day program was arranged by Miss Myra W. Kimball, superintendent of the San Francisco Health Farm, and Mrs. Lina Wunderley.

Vicinity map showing proximity of Mills Field to San Francisco Postoffice and City Hall

SAN FRANCISCO'S MUNICIPAL AIRPORT

By M. M. O'Shaughnessy, *City Engineer*

THE relation of airports to aviation is comparable to that of seaports to ocean-borne commerce. Both the air and the sea provide areas for numberless ships. Terminals for ships of the air, like those for ships of the sea, must be well equipped if commerce is to be attracted and accommodated.

Government Selection

Mills Field was selected after a careful consideration of adaptable sites in San Francisco and San Mateo counties. Choice followed from a careful survey. The City Engineer recommended the location to the Board of Supervisors for temporary development, and advised a meteorological survey at Mills Field, South San Francisco, San Mateo, and Beresford. The Board appropriated $10,000 for this purpose, and the United States Weather Bureau, coöperating with the City Engineer's office, established meteorological observation stations at the previous mentioned locations. Daily observations were taken and recorded over a period of one year ending July 1928. Concluding the observations, the United States Weather Bureau confirmed the selection of Mills Field as the site most favored of the four investigated.

Former Hunters' Haven

Before construction started, the field looked more inviting to duck hunters and oyster fishermen. The land was marsh and badly cut by wide sloughs; the highway was not constructed. At that time there were no developed civilian airports to serve as a precedent for construction. The military fields constructed during the war answered the maximum requirements for housing of personnel and planes, and accordingly were developed in a manner differing from what was considered essential for a civilian field. Well-qualified aviators were consulted as to prospective field layout, but they differed among themselves on many of the important essentials. As a result, it became necessary that the Bureau of Engineering accomplish considerable pioneer work in airport planning.

M. M. O'SHAUGHNESSY

MILLS FIELD, San Francisco's municipal airport, has just completed its second year as a city-owned enterprise. Since the field opened in May, 1927, there have been reported in the airport's log 50,322 flights and landings, with 85,002 passengers flown to and from all parts of America.

The remarkable growth of commercial aviation during the last year is reflected in a gain of approximately 525 per cent in flights and 600 per cent in passengers for the second year of Mills Field operations, when compared with the total business of the first year. There were only 8077 flights and 12,350 passengers from May, 1927, to May, 1928, as against 42,245 flights and 72,652 passengers from May, 1928, to May, 1929, according to the figures given out by Supervisor Milo F. Kent, chairman of the city's airport committee.

Twenty Minutes' Ride from S. F.

Mills Field is located thirteen miles (twenty minutes by automobile) in a southerly direction from the main post office at San Francisco, and is bounded on the east side by San Francisco Bay and on the west by the Bay Shore Highway. The bay will offer opportunities later on for expansion and development of a seaplane base and a ship channel. The Bay Shore Highway will be 125 feet in width and will extend northerly to San Francisco and southerly to San Jose, and will serve all cities on the

peninsula within a short space of time. Highway travel time from the City Hall to the airport will then be shortened to twenty minutes. San Bruno hills lie three miles northward from the field, and are far enough away, pilots assure us, so as not to interfere with safe flying conditions.

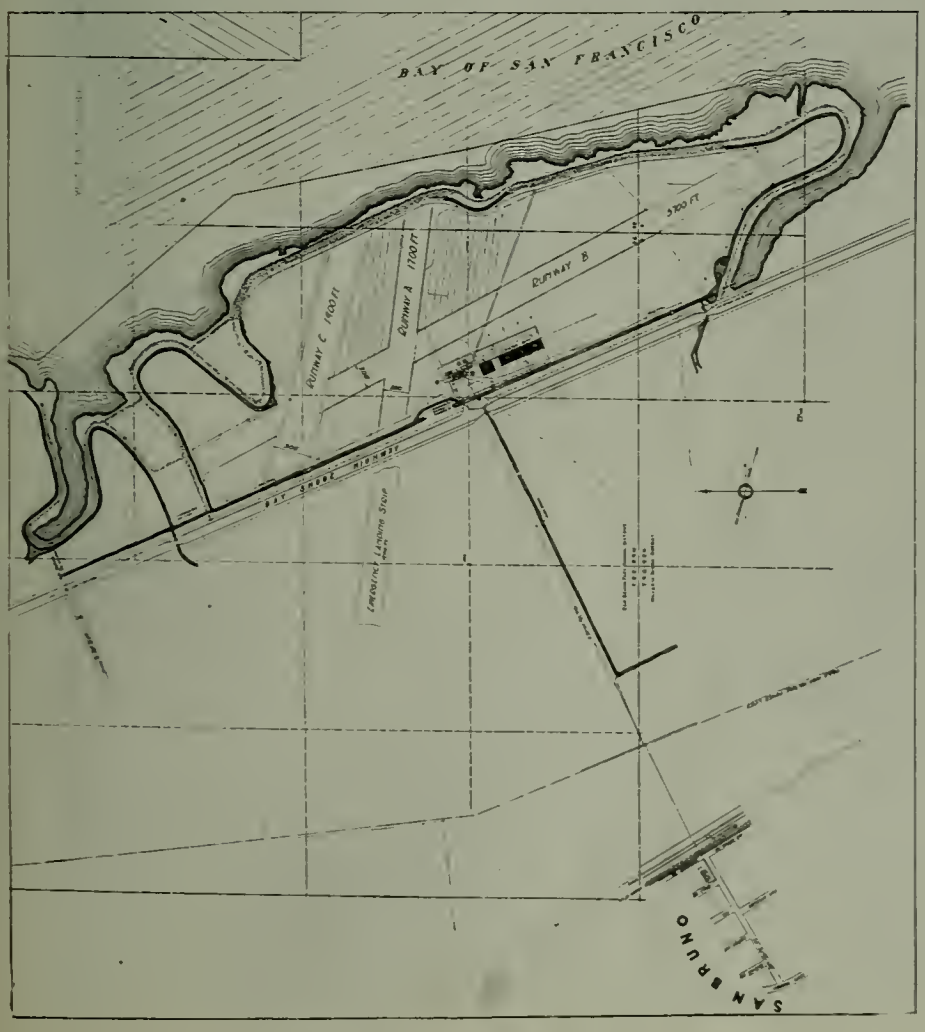
Beacon Lights the Way

At night the airman is summoned to the field by a beacon mounted on the ridge of Hangar No. 1. He recognizes the aeronautical light by its characteristics, six flashes a minute, each flash lasting one-tenth of a second. Hovering over the beacon, the pilot notes the necklace of lights which surround and define the safe landing area. These lights are spaced about 300 feet on centers and are so placed that a normal glide will clear obstructions within and without the field.

Meteorological Observations

Seven meteorological observations are taken daily, and the results are recorded. A Dines anemograph secures a continuous record of wind velocity and direction, the barograph gives a continuous record of atmospheric pressure, and a sunshine recorder gives a positive record of sunshine duration. Precipitation is measured by a standard weather bureau rain gauge. The velocity and direction of winds above the surface of the earth are determined by pilot balloon observations. Small balloons are inflated with hydrogen to a definite free lift corresponding to the definite ascensional rate of the balloon. The balloon is released on an even minute and followed with a theodolite until it disappears in the base of the clouds. Readings taken with the theodolite are recorded, and wind directions and velocities at the various elevations are computed. Upon one occasion at Mills Field a balloon was followed to a height of 50,000 feet.

When the City Engineer took a sky ride. Left to right: L. B. Cheminant, Assistant City Engineer; J. A. Hourigan; John J. Dailey, Deputy City Attorney; J. C. Linehan, Superintendent of Sewers; M. M. O'Shaughnessy, City Engineer; Professor Lincoln Hutchinson, Stanford University; J. J. Phillips.



Plan of existing Airport at Mills Field

Administration Building

The Administration Building is a temporary structure and provides an office for the airport superintendent, a first-aid room, meteorological room, sleeping quarters for personnel, waiting room, and restaurant.

Each of the four hangars contains 10,000 square feet and provides space for ten normal-sized planes in each structure. Hangars are oriented so that doors face the flying field. The advantage of this is threefold: provision of a lee on the door side from the prevailing winds; direct passage between hangar and field, and conservation of valuable field frontage by spacing adjacent hangars close together. Hangars are assembled with bolts which allows removal to other locations, should this be required in the

future. The hangars are comparatively shallow in depth, facilitating plane shifting. Doors to Hangars No. 2, 3, and 4 are motor-operated and can be completely opened or closed in one minute.

Three Runways

There are three runways. Runway "A" is 200 feet wide by 1700 feet long; Runway "B" takes advantage of the major axis of the field and is 200 feet wide by 1900 feet long; Runway "C" parallels the direction of the prevailing wind and is 250 feet wide by 1900 feet long. Both Runways "B" and "C" are heavily macadamized and will give very good service, provided they are properly maintained.

Field Has Been Drained

The most-used part of the field has been drained. The system provides mains at the edge of each runway, and laterals connecting to these at 50-foot intervals. The mains empty into an open drainage ditch and the discharge flows to the southern end of the field to a sump, and from there it is pumped into the bay.

The control, management, and maintenance of the field are in the hands of the Airport Committee of the Board of Supervisors. The field contains 170 acres and is leased from the Mills Estate for a period of from three to five years, at an annual rental of $1500. Expenditures ordered by the Board of Supervisors and accomplished by the Board of Public Works and the City Engineer's office total $290,000.

Engineering Plans

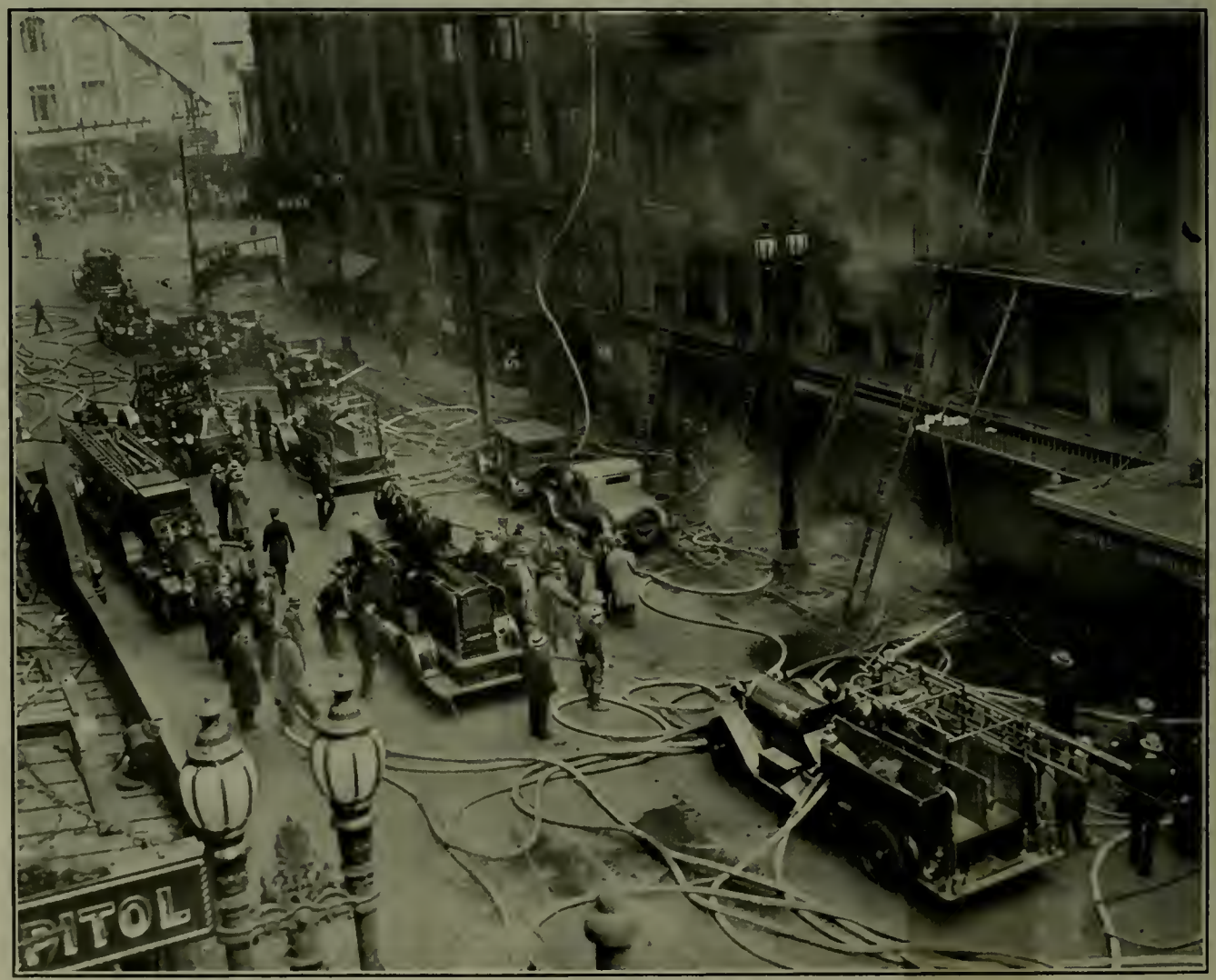
A number of plans have been projected in the City Engineer's office for the development of Mills Field into a $4,000,000 port. This money would be expended over a period of years, as the needs of the field demanded.

A recent study considers the purchase of acreage as follows:

	Acres
Existing field	170
Reclaimed land adjoining existing field	80
Parking and recreational area west of highway	75
Tidelands to be reclaimed east of existing field and added to landing area	450
Tidelands reserved for future development	820
	1595

The building plan calls for well-designed hangars and utility buildings proportioned to anticipate the future trend of airplane construction.

Mills Field can be developed at a reasonable cost to fulfill all requirements of the United States Department of Commerce for their highest rating, an AA1 airport. Later on, auxiliary fields can be acquired close to the business sections of the city, where passengers, express and mail can be quickly loaded and unloaded. The larger field at Mills would then serve to hangar and service the planes. The analogy is found with our railroad system—the small landing fields comparing with the passenger stations, and Mills Field with the roundhouse. However, these small fields should serve as an auxiliary and not as a substitute for Mills Field.



A scene at the height of the Sommer & Kaufmann shoe store fire. The picture shows that it was "Hose Day" for the fire fighters

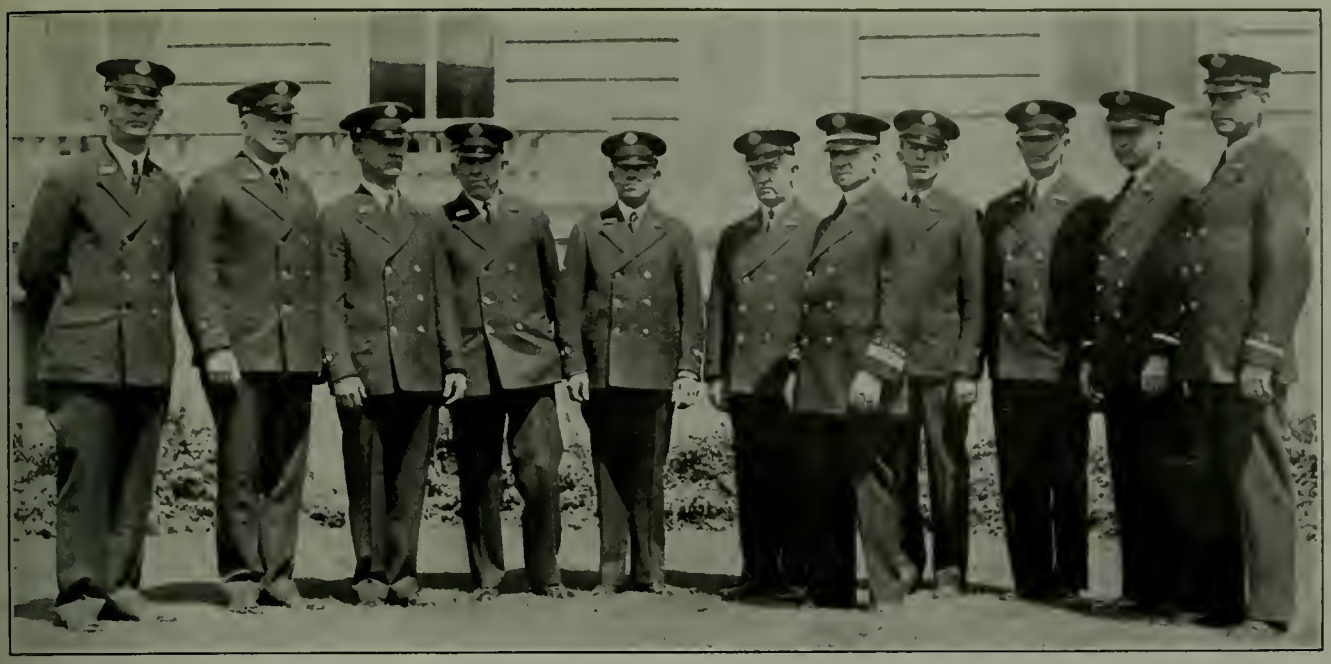


Photo Courtesy San Francisco Chronicle

Blossoming out in natty, new uniforms. Members of the San Francisco Fire Prevention Bureau of the Fire Department. Left to right: Harold E. Robie, Inspector; Lawrence H. Casserly, Inspector; Jacob H. Moll, Inspector; James H. Foye, Inspector; William Bullier, Inspector; Daniel J. McKenna, Inspector; Captain Theodore Trivett, Captain in Charge; John M. Pridden, Clerk; Jesse H. McLendon, Secretary; Lieutenant Henry Casper, Fire Commissioners' Office; Lieutenant B. J. Newell, Chief Inspector.

Studying a City's Fire Hazards

By Robert Lee St. Clair

Secretary, Fire Prevention Committee of the San Francisco Junior Chamber of Commerce

THE Fire Prevention Committee of the San Francisco Junior Chamber of Commerce, in thorough accord with the Board of Fire Commissioners, has been making a detailed study of fire conditions in San Francisco and other Pacific Coast cities for the last year, and I desire to summarize for you some of the results of our investigation. During the study we have been in constant contact with the various underwriters' organizations and the Fire Department.

This city, being closely built up, does not have the large number of gross fires the other coast cities are inflicted with every summer, and therefore, we should have fewer total fires. Instead, San Francisco is having more fires in proportion than Seattle, Portland, Oakland and Los Angeles. The per capita number of fires in San Francisco is 5.8 times that of Seattle, 30 per cent higher than that of Oakland, three times that of Portland and 40 per cent greater than that of Los Angeles. We have more fires per capita than any of the larger cities in the United States, except two—St. Louis and Boston.

During the ten years ending in December, 1927, 149 lives were lost by fire in San Francisco, an average of fifteen per year, or more than one person burned to death each month.

It appears that San Francisco has fire apparatus and firemen in proper proportion to its population and conditions, besides probably the best high pressure water system in the world. With the 1906 fire still fresh in its memory, our Board of Supervisors has been reasonable in its response to the Board of Fire Commissioners' repeated request for more equipment. In general, the Fire Department is efficient at extinguishing fires, and over a long period of years the average loss per fire has been around $900, a moderate figure. San Francisco, with its many closely built up areas of frame construction, is facing, with each alarm of fire, a potential conflagration. Therefore, our concern is over the excessive number of fires annually reported, averaging nearly twenty alarms per day, an indication that the population of our city, through lack of education, is indifferent to fire hazards and careless.

It has been conclusively proved in other cities I have mentioned, and in Eastern cities, that the number of fires in a city can be materially cut down by inspection and education, both carried on by the Fire Department. Inspection, to detect known fire hazards and cause their removal. Education, through radio talks, newspaper articles and work with school children and Boy Scouts, all carried on by qualified fire prevention officials of the Fire Department, to instill in the minds of the citizens an appreciation of the fire dangers constantly surrounding them. The Seattle Fire Department has about thirty men in this inspection and educational work; Portland, twenty; Oakland, eleven; Fresno, seven; Los Angeles, fifty-four. San Francisco, until last July, had three. Due to work of our committee and the support of various other organizations, including the Board of Fire Commissioners, the Down Town Association, the Parent-Teachers' Association, the women's clubs, and many others, we now have in the Bureau of Fire Prevention and Public Safety, ten men.

We are spending in San Francisco about three and one-half million dol-

Photo Courtesy San Francisco News

ALL DRESSED UP!

Captain Theodore Trivett, Chief of the Fire Department's Bureau of Fire Prevention, left, and Lieutenant B. J. Newell, right, wearing the department's new uniforms

lars a year to extinguish fires, and only about twenty-one thousand dollars to prevent them.

The Bureau of Fire Prevention and Public Safety, which is the only branch of the city government working along these lines, was completely reorganized last July by the Board of Fire Commissioners. Captain Theodore Trivett, an officer particularly adapted to fire prevention work and who has proved his worth during the last ten months, was placed in charge of the Bureau, and, under his supervision, inspections have been made of the buildings in the area bounded by the Embarcadero, Tenth Street, Harrison Street and Market Street, as well as in several of the mercantile sections and of many hospitals and schools.

The total inspection work performed by the Bureau of Fire Prevention and Public Safety from July 1, 1928, to May 1, 1929, inclusive, is as follows:

Total inspections	7731
Total re-inspections	4358
Total violations	6620
Total corrections	4595

Present Force Inadequate

Based upon the experience of the other cities studied, the normal annual activities of the Fire Department should include a thorough inspection of the entire city, except possible dwellings, at least three times, and a continuous educational campaign. It is obvious, by comparing the size of our Fire Prevention Bureau with those of other cities and considering the amount of work accomplished in ten months, that the present force is woefully inadequate.

We are convinced that the waste by fire and loss of human life in San Francisco can be materially reduced by maintaining a Fire Prevention Bureau comparable to those of our sister cities of the Pacific Coast. Keeping in mind the practical side of the situation, and with our conviction backed by practical proofs, we are asking the Board of Supervisors to appropriate an additional fifteen thousand dollars for this cause in the coming budget, which will bring the total amount to be expended in San Francisco next year to $36,000.

Recommendations

In addition to our definite recommendations made for the Bureau of Fire Prevention and Public Safety, we have offered for consideration the following ideas developed during the last year by our committee and its advisory board:

1. Quick-raising eighty-five feet aerial ladders should be installed in the downtown districts. These are standard equipment in most Fire Departments and are valuable for rescue work. Our longest ladders, as you know, are sixty-five feet raised by hand, a comparatively slow process.

2. High-pressure extensions should be made where needed.

3. All company officers should be required to familiarize themselves with the buildings in their districts, except private dwellings. This is

now being done in four companies' districts.

4. A fire college, similar to that of other cities, should be instituted as soon as possible, supplementing the drill tower work. In this way the members of the department will be kept abreast of the times.

5. A more adequate response of apparatus should be provided for telephoned alarms indicating fires in buildings. This is standard practice in other cities, and a study of fire alarm records here for the last few months indicates that calls for more apparatus were sent in from a large percentage of fires for which the first alarm was transmitted, indicating that one or two pieces of apparatus is not sufficient.

6. The ordinance under which the Fire Prevention Bureau operates should be strengthened.

Fire Prevention Week

7. Plans should be started early for a proper observation of Fire Prevention Week.

8. The various fire prevention activities of the Fire Department should be coördinated under one head, proper quarters and facilities provided.

9. A study should be made of the water front so that practical suggestions may be submitted to the proper authorities for more adequate fire protection equipment on our wharves.

10. The readjustments necessary to eliminate present criticism of the assignment system should be made without further delay.

The Fire Prevention Committee of the San Francisco Junior Chamber of Commerce consists of the following members:

Thomas Larke, Jr., Chairman; Robert Lee St. Clair, Secretary; George Clarke, Jr.; J. S. Garnett, Robert M. Levison, Dwight McCormack, Robert St. John Orr, George C. Westlund.

"COFFEE AND—"
Fireman Bert Maloney in charge of Coffee Service Wagon, Engine 17

Supervisor Milo F. Kent, Chairman of the City's Airport Committee, welcoming Pickwick Airways, Inc., as a Mills Field tenant

MILLS FIELD, PICKWICK'S NEW AIR TERMINAL

ANOTHER chapter in the history of commercial aviation was written Sunday, May 12, when the Pickwick Airways, Incorporated, subsidiary branch of the Pickwick Stage Company, inaugurated at Mills Field, San Francisco's fast-growing municipal airport, the second link of its air transportation lines, the San Francisco-Los Angeles service.

Surrounded by hundreds of spectators who had gone to Mills Field to attend the air service inauguration ceremony, Supervisor Milo F. Kent, chairman of the airport committee of the Board of Supervisors, representing Mayor James Rolph, Jr., welcomed the Pickwick organization to San Francisco and congratulated the company upon selecting Mills Field for its San Francisco air terminal.

In a speech that was broadcast over the Pickwick Radio Supervisor Kent expressed the belief that Mills Field is destined to become one of the greatest airports in the world.

Thomas E. Morgan, general manager of the Pickwick Airways responded to Supervisor Kent's address and declared that Mills Field had been selected from the standpoint of its all-around practicability and convenience.

Raquel Torres, movie star, christened the inaugural plane the "Glenn Curtis." The plane was appropriately decorated with huge wreaths of flowers, the gifts of well-wishers to Pickwick Airways. Miss

Dawn Walker, diminutive aviatrix, and one of seven women to hold a commercial pilot's license, flew over the plane dropping flowers.

After the christening ceremony, a party, which included Miss Raquel Torres, Miss Rene Torres, Thomas E. Morgan, Miss Dawn Walker, W. C. Beaumont and Captain David Mitchell, left for Los Angeles in the "Glenn Curtis." The big plane was piloted by Lieutenant Louis Goldsmith, chief pilot of the Pickwick Airways. The party arrived at the Grand Central Air Terminal, Los Angeles, later in the afternoon, and were welcomed by Los Angeles officials.

The new air line established at Mills Field is the second step in the expansion of the Pickwick Airways, the first being the line recently inaugurated between Los Angeles and San Diego.

Hunter's Point to Become San Francisco's Greatest Industrial Center

An airplane view of Hunter's Point, with drydocks in the foreground

THE answer to the problem of San Francisco's shortage of industrial land and factory sites because of the limited space the city has in which to expand is likely to come from the city's garbage disposal system.

A short time ago the Health Committee of the Board of Supervisors, after an exhaustive study of the garbage disposal situation in San Francisco, recommended to the Board that the best solution would be a publicly owned incinerator. Such a project would require a year for building. In the meanwhile, the Health Committee declared itself in favor of the "fill and cover" method of garbage disposal as being the most sanitary means possible.

Garbage Disposal

The Committee, which consists of Supervisors J. M. Toner, J. Emmett Hayden and James B. McSheehy, further recommended that the Industrial Land Development Company, which recently acquired Hunter's Point and the surrounding territory, be granted a contract for the disposal of garbage in the mud flats surrounding Hunter's Point, according to "fill and cover" methods.

Granting of the contract would mean that San Francisco would, in a very short time, acquire many acres of new industrial land sites. It would mean that the garbage disposal controversy would find a constructive solution, and it would mean that one of the greatest and most urgent needs of the city—the need for factory sites—would be solved in a constructive way and along thoroughly healthful lines. The report of the Health Committee bears testimony to that.

A New Concern

The Industrial Land Development Company is a new concern. It recently was formed under the leadership of Arthur Granfield, president, and commenced its activities by purchasing historic Hunter's Point, for a consideration of $1,000,000 from the old South San Francisco Dock Company, which is the oldest incorporated company in California, having received its charter in 1867. T. P. Andrews is managing director of the company, at present.

Development of the mud flats surrounding Hunter's Point, which for all of the years of San Francisco's existence have lain idle, promises to usher in an era of unparalleled industrial progress for San Francisco. The plan of the Industrial Land Development Company is, in addition to disposing of garbage according to the "fill and cover" method, should the Board of Supervisors endorse this measure, to tear down Hunter's Point and fill in the surrounding mud flats with the earth which is removed.

Large Acreage Purchased

Approximately 200 acres have been purchased surrounding Hunter's Point by the Industrial Land Development Company for this pur-

HEALTH COMMITTEE OF THE BOARD OF SUPERVISORS

Supervisor Dr. J. M. Toner, chairman, center; Supervisor J. Emmet Hayden at left and Supervisor James B. McSheehy at right

pose and the entire project will involve a $10,000,000 land reclamation transaction on the part of the development company.

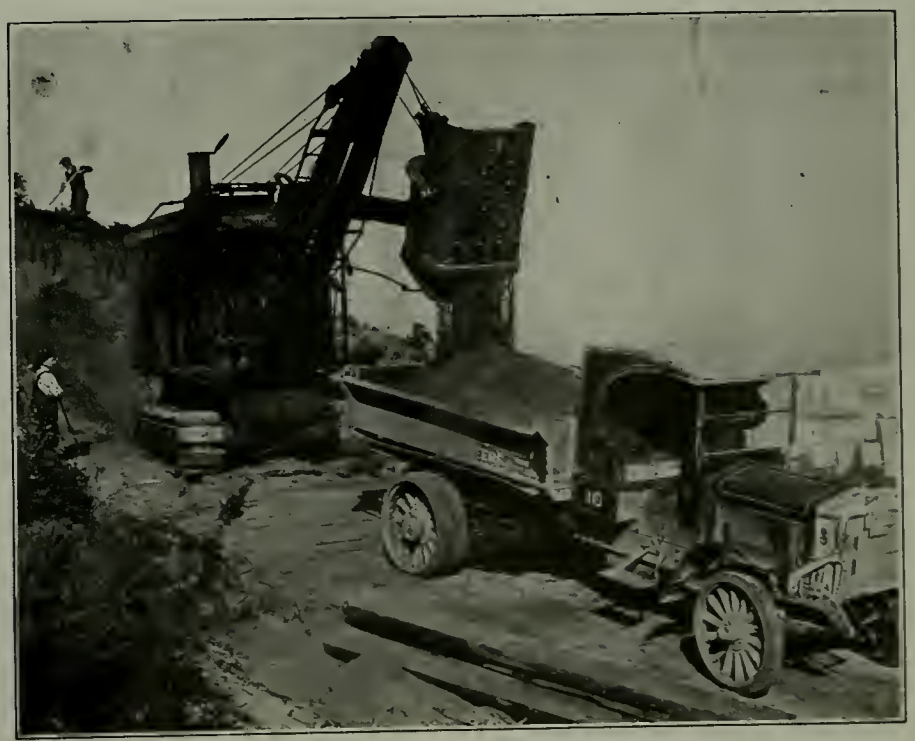
Ultimate value of the transaction to the city cannot be estimated but, because of the strategic position which Hunter's Point occupies in the industrial district of San Francisco, tremendous financial impetus is expected by leading business men to accrue to the city as a result of the development company's project.

Hunter's Point and the surrounding land commands both rail and water transportation. The largest of ocean liners can be accommodated in the waters out of which Hunter's Point itself rises. The Western Pacific right-of-way passes through the land purchased by the Industrial Land Development Company.

With these facilities, so essential to the development of an industrial project, at hand, Hunter's Point will make rail and water meet in a new industrial era for San Francisco's ever-increasing industries.

Adoption by the Board of Supervisors of the Health Committee's recommendation that garbage disposal be taken care of by the Industrial Land Development Company while the city is building an incinerator, will greatly accelerate the reclamation of the mud flats and consequent availability of factory sites for the city. It is estimated that many hundreds of thousands of dollars are lost to San Francisco yearly because the city cannot accommodate the seekers of factory sites in the West.

Trucking of earth out of Hunter's Point has already commenced and great progress in the reclamation process will be reached by fall, according to Granfield.



Trucking out of Hunter's Point

Jeanne d'Arc Pageant May 21

IN commemoration of the five hundredth anniversary of Jeanne d'Arc's famous triumph at Orleans, the French colony, with the coöperation of a large group of the leaders of San Francisco, will hold a great public celebration on the evening of May 21, at 8:15 o'clock, at the Civic Auditorium.

The celebration will honor Jeanne d'Arc as the symbol of heroism and patriotism, and as one of history's greatest women. The Maid of France has a strong appeal to the imaginations of the people of America in this day, when women are taking such an important part in civic affairs, since she is one of the striking examples in history of a woman who changed the course of a nation.

A fine program has been made possible by the generosity of the business and professional people of the city. It will include the San Francisco Symphony Orchestra, conducted by Michel Penha, the Municipal Chorus, conducted by Hans Leschke, and a pageant of scenes from the life of Jeanne, which is being prepared by Andre Ferrier, director of the French Theater, and Lucien Labaudt, the well-known French artist. There will also be a few speeches describing the significance of the celebration.

Auditorium Donated

The city has given the use of the Auditorium for the festival, and Superintendent of Schools Joseph Marr Gwinn, says that the schools will all be specially reminded of Jeanne d'Arc during the week.

The honorary committee for the celebration, which includes representatives of several nations, is as follows: Paul Claudel, Ambassador of France; Mayor James Rolph, Jr., Gerald Campbell, British Consul; William Wallace Campbell, President of the University of California; Rev. Edward J. Hanna, Archbishop of San Francisco; Maurice Heilmann, French Consul; Father Cornelius, J. McCoy, President of the University of Santa Clara; Cav. Alberto Melini Ponce de Leon, Acting Consul of Italy; Louis I. Newman, Rabbi of Temple Emanu-El; Edward L. Parsons, Episcopal Bishop of California; former Senator James D. Phelan, Sebastian Romero, Consul of Spain; Jules Simon, Consul of Belgium, and Dr. Robert E. Swain, acting President of Stanford University.

GEORGETTE SKOTE
Who has title role in Jeanne d'Arc pageant

Among other San Franciscans who are taking an active part in the plans are Edward J. Tobin, chairman of the executive committee; Mrs. James W. Reid, Count Charles Du Parc de Locmaria, Leon Bocqueraz, Umberto Oliveri, Rev. Father John Ribeyron, Supervisor James B. McSheehy, Supervisor Alfred Roncovieri, Mr. and Mrs. William H. Crocker, John S. Drum, Noel Sullivan, Mrs. Ashton H. Potter, Wallace M. Alexander, Pierre A. Fontaine, Mrs. George de Latour.

Month of Memorials

During the month of May all the cities of France, which Jeanne visited in her progress from her little home village of Domremy to raise the seige at Orleans, are holding memorials in her honor, and the important French colonies over the world are also joining the celebration. Since 1850, San Francisco has been the home of many French people, and for many years the second largest colony in the United States was here. Many of the old inhabitants still remember when all the luxuries available in the early days came from France, and some of them say that San Francisco has been more influenced by French culture than by Spanish. Probably as the result of these traditions, San Francisco owns a great statue of Jeanne d'Arc, which is placed in front of the Palace of the Legion of Honor.

Daughter of God

Jeanne d'Arc was seventeen years old and described to be "beautiful, gay, and with a glad countenance" when, in March, 1429, she went to the Dauphin of France and told him she was the daughter of God, sent to deliver France from foreign rule. She said that the voices of her favorite saints had given her instructions and she finally won the belief of the court. Late in April she was placed with the leaders of the royal French armies, to direct them to Orleans against the English invaders. There were several days of hard fighting, in which, according to the old chroniclers, she "displayed an almost unbelievable understanding of military strategy." On May 7, 1429, the decisive victory was won which redeemed France and restored the waning national spirit. So great was the influence of the Battle of Orleans that it has been called one of the fifteen most important of history.

She Bore No Arms

Jeanne never bore arms, and carried only her standard in battle. She wept for her enemies, and prayed for the souls of those who died. Before she set forth for Orleans, she made the Dauphin give a solemn public oath that he would govern justly, mercifully, without rancour or revenge. After Orleans, she led the Dauphin to Rheims, where he was actually crowned. She then thought her mission was finished, and it is on record that she begged to be sent back to her simple home and her mother. However, her popularity was so great that she was not allowed to go, and she continued to lead the armies to numerous victories. The king, now Charles VII, was a kindly but weak character, who fell under the influence of mercenary advisers. He did not give the Maid adequate support, and in September she failed to gain Paris. Several months later she was captured and sold into English hands.

Powerful Floodlighting Units Added to Fire Department Equipment

SAN FRANCISCO'S fearless fire laddies no longer will be compelled to carry on their perilous work in the inky blackness of night.

Two powerful searchlight units, designed and assembled under the supervision of Samuel Bermingham, superintendent, and Harold H. Jones, general foreman of the Fire Department's corporation yards—and badly needed to expedite the work of rescuing lives and saving property—shortly will be added to Fire Department equipment.

Mounted on Trucks

Each unit is mounted on a two-ton Kleiber specially designed truck, equipped with pneumatic tires. The electrical unit is of the Kohler Manufacturing type, with a capacity of 10 K. W. There also is provided a distributing switchboard, a turntable on top of the body, containing five swivel flood lights. The portable lighting equipment consists of eight portable lights, together with eight adjustable standees, and a metallic cabinet for the proper stowing of the portable lights, extra globes, etc. The portable lights are served through eight reels, each containing 500 feet of rubber-covered flexible wire, considered of sufficient length to reach any portion of the interior of burning buildings.

Designed for Department Use

The combined units were designed solely for Fire Department service. At this point it is not amiss to state that in a recent illuminating test of both searchlight units they were considered so satisfactory by the Fire Commission and Fire Department officials that no improvements or alterations were found to be necessary. Bermingham and Jones were highly complimented by the Fire officials.

The units will be used to illuminate the exterior and the interior of buildings and also for other emergency purposes where a large volume of light is necessary to expedite any work for the rescuing of life and property. The combined units have been made waterproof, so as to insure reliability with any condition of weather, and also from the spray of fire streams and the possibility of bursting hose lines.

Fire Chief Murphy superintending operation of Searchlight Unit at the Sommer & Kaufmann shoe store fire

After the fire. By means of the Fire Department's new floodlighting units this darkened room was brightly lighted

Electrical Equipment

The Kohler Electric unit, which consists of a gasoline motor directly connected to a 120-volt D. C. generator, is entirely automatic as to its starting, stopping and voltage regulation. Each flood light and portable light, circuit of which is controlled from the switchboard, is properly fused so that in case of a short circuit occurring the balance of the circuits as may be used will function.

The eight wire reels are unique in their construction and application. The electric current is supplied to each reel through brushes and collector rings of ample service to prevent arcing. The terminals

of each reel are of the marine type, waterproof, which prevents any operator from receiving a shock in damp weather. All reels may be rewound individually, or collectively, by a crank handle by use of respective clutches and locks.

The turntable, which supports the five flood lights, is mounted on rubber spring shackles to relieve the globes of any undue jar from road shocks. On a recent test the apparatus was driven for fifty miles over rough streets, car tracks, etc., without any damage to the filaments in any of the lamp globes.

The apparatus has a speed of thirty-five miles per hour on the level, with corresponding reduced speeds to negotiate different grades.

One Unit Completed

One of the units was completed for service on April 10, and the other unit, according to Bermingham, will be ready April 25. It is expected that two trained operators will be on duty at all times when the searchlight units are in operation.

Each unit costs $8200, and its combined weight, exclusive of operators, is 12,200 pounds. The candlepower of each flood light is 141,000.

The small portable lighting units are made of cast aluminum and are very light. They are equipped with 400-watt floodlighting lamps and give a light beam of more than 80,000 candlepower. They are supplied with sufficient portable cord to permit the firemen to carry the lighting unit to any part of the building, greatly improving the safety of fire-fighting in basements, lofts, etc. The large units are equipped with 1000-watt lamps and give a very wide spread with a light beam of 15,000 candlepower, and are capable of brilliantly lighting an entire block.

MABEL BOX, CIVIL SERVICE INSTRUCTOR, BRANCHING OUT

ANNOUNCMENT is made that Mabel Box, well-known Civil Service instructor, will open a Monday night coaching class for those who wish to prepare for the forthcoming Civil Service examination for firemen in Cotillion Hall, 159 Church Street, on June 17. Instruction will be given for both the written and athletic examinations. Edward Flynn will be athletic instructor for her.

MRS. MABEL BOX

This will be the second coaching school for Mrs. Box, as she is now coaching on each Tuesday evening more than 600 applicants for general clerks in Eagles' Hall, 273 Golden Gate Avenue.

Mrs. Box originated her system of coaching for Civil Service examinations, and has been instructing along these lines for more than eight years. Thousands of men and women now employed by the city have been coached by her. Approximately 98 per cent of those prepared by her have successfully passed their examinations. She is a graduate of the San Jose Teachers' College and is the only certified teacher who is coaching at the present time.

Mrs. Box conducts her classes at night, as she is employed as a clerk in the Tax Collector's office during the day. However, in the near future she will open an afternoon class for night workers. Ray Conlon, a teacher in the Commercial High School (evening classes) will teach this class for her.

STARR KING SCHOOL

A musical program was given at the Starr King School, Wednesday, May 8. The program follows:

"Spring Song"—Fourth, Fifth and Sixth Grades.

Piano Solo—Martha Foster.

Piano Solo—Luba Litvinor.

Boys' Glee Club.

Piano Solo—Viola Sevanson.

Piano Solo—Arthur Rosenblach.

"California"—Fourth, Fifth and Sixth Grades.

Piano Solo—Dorothy Goldsam.

Piano Solo—Freddie Hunter.

Vocal Solo—Billy Irving.

Piano Solo—Robert Ensor.

Girls' Glee Club.

"Hail, the Flag!"—Fourth, Fifth and Sixth Grades.

Boys and Girls' Glee Club.

Harmonica Duet—Ysais Rodriguez and Paul Anderson.

"Star Spangled Banner."

The program was under the direction of Miss Elizabeth O'Sullivan.

Miss Winifred Mulvaney, popular department field nurse attached to the Board of Health, and who "struck it rich" when Bank of Italy stock dividends smiled on her, is making a world tour. Recent post cards received by her coworkers told of Miss Mulvaney's delightful visit in Bangkok, Siam.

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Action picture of the Pallone Tournament at the North Beach Playground

Pallone, New Playground Game

By RALPH MCILWAINE

NORTH BEACH PLAYGROUND, located in the heart of San Francisco's Little Italy, has recently become a center of great interest and activity. On Sunday, April 27, approximately 2000 spectators flocked about the streets and sidelines to witness the opening of the U. S. I. V. Pallone tournament at those grounds. Baloney, America's greatest of indoor sports, has given way to Pallone, one of Italy's greatest outdoor sports. Anybody can sling the boloney (if I may be permitted to use that slang expression), but it isn't everybody that can wield a strong arm at Pallone.

Pallone is one of Italy's most active and fascinating outdoor sports. It is a combination of tennis and handball, or to be more exact, it might be called hand tennis. It is played with a large white ball measuring about six inches in diameter, and on a very large court. Not knowing the exact measurements of the court, I feel safe in saying that it is about a city block in length and about thirty yards wide. No rackets are used whatsoever, but instead the ball is struck with the hand, as in handball, and the game played on about the same principles as tennis.

Four Play as a Team

Four players constitute a team and they assume practically the same position as men playing doubles in tennis, with the exception that there are four men to a side instead of two. Two men play close up and to the center of the court and two men play far back and to the edges of the court. The man selected to serve is usually a powerful young giant possessed of an unusually strong right arm. In serving, he runs forward a short distance, tosses the ball into the air and strikes it with a powerful blow that carries the ball for a block. At the other end of the court it is met by another terrific blow from some member of the opposing team and back and forth it soars like a huge tennis ball, until the point is either gained or lost.

VACATIONING IN THE HIGH SIERRAS

SAN FRANCISCO'S municipal mountain camp (Margaret Maryland) at Mather, Tuolumne County, will open for the season on June 16. Camp Mather, nine miles from the great O'Shaughnessy Dam and the beautiful Hetch Hetchy reservoir, is an excellently appointed mountain camp situated 4500 feet above the sea, in the midst of a magnificent forest on the rim of the Tuolumne gorge of the Sierra Nevadas. Camp Mather affords for the vacationist such sports as swimming, fishing, riding and hiking. The cabins, shaded by giant pines, provide ample comfort and privacy. The food is excellent and is served in unstinted portions by an experienced staff. As to the sanitary facilities strictly modern, completely equipped bath houses, showers and tub baths are supplied, with an abundance of hot water, at all hours. Camp Mather is under the management of the Playground Commission. Camping registrations may be made now by phoning UNderhill 8500, Local 360.

The action is about the same as tennis, except that the ball covers far more territory. There is required considerable skill as well as strength to play the game. In scoring, the first team to make eleven points wins that game, after which another game is played, and so on until a certain number of games have been played. At the end of this time the team winning the greatest number of the games is pronounced the victor.

Slugging Match

With two evenly matched teams, it is a most fascinating game to watch. Eight strapping players exchange powerful slugging blows at a bouncing, flying ball that covers a block at one blow. Back and forth the players run to meet the ball as it descends and to return it from whence it came. On the side lines the applause is not unlike that which rises from the great American bleachers—"Bravo, bravo!" shout the Italian fans as a player delivers a sensational blow—it is action from start to finish, involving no end of basketball, handball, volley ball, soccer and track technique.

Pallone as it is played at the North Beach Playground is a most fascinating outdoor sport. It is played under the auspices of the U. S. I. V. (Unione Sportiva Italiana Virtus), an association of Italian sportsmen. At the present time there are nine teams in the league, four from San Francisco, three from Oakland, one from Sacramento and one from Alameda. In last year's tournament the Colombo Club from Oakland emerged victorious, winning the championship from the Piemonte Club of San Francisco by a score of eleven to ten.

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Finance Committee of the Board of Supervisors. Supervisor Franck R. Havenner, chairman, center; Supervisor Milo F. Kent at left and Supervisor Charles J. Powers at right.

Salada Beach Golf Course

By WALTER GAINES SWANSON

THERE is a possibility that a badly needed municipal golf course may be constructed at Sharp's Park, Salada Beach, in the very near future.

The ball was started rolling by the request of the Park Commissioners, headed by Superintendent John McLaren, to the Finance Committee of the Board of Supervisors, composed of Supervisors Milo F. Kent, Franck Havenner and Charles Powers, that they recommend that $100,000 in public funds be immediately appropriated so that work may be started on an 18-hole links at Sharp's Park.

Ideal Location

According to Superintendent McLaren of San Francisco Parks and guiding genius in the creation of Golden Gate Park, the location for a municipal course at Salada Beach is ideal. The City and County of San Francisco owns there a tract of virgin territory, once the property of the late Mrs. Honora Sharp, which, in her will, she deeded to the City for "Parks and Playground purposes." The tract covers 463 acres, skirting along the Salada Beach coast and sweeping back to the peninsula hills. It is accessible to the entire peninsula and can be reached in thirty-five minutes' driving time from the heart of San Francisco.

Playground Planned

It is Superintendent McLaren's plan to build up, on this site, the finest municipal golf links in California and possibly in the country and to construct, in addition, a large outdoor playground for women and children.

Stimulated by word that the Finance Committee of the Board of Supervisors was to consider an appropriation for this municipal project in the forthcoming budget, thousands of golfers in the peninsula area and San Francisco have circulated a petition which they are signing, addressed to the Board of Supervisors and asking them to lend their favorable consideration to th solution of the golfers' problem.

Present Links Crowded

The petition explains that prese conditions on the two San Francis municipal courses are crowded the point of extreme discomfo The capacity of the new lin would, in fact, be largely filled by t overflow of players from Linc and Harding courses.

Furthermore, aside from the i tial cost of construction, the S Francisco golf courses now in op ation have completely taken care their own operating expenses an in addition, have been a source considerable revenue to the cit More than $45,000 came as pro into the city's treasury from t two municipal golf courses duri the last year. It is expected that new links, such as McLaren pla to construct, would increase th revenue.

(Turn to Page 26)

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Airplane View of Beautiful Salada Beach

SALADA BEACH GOLF

(Continued from Page 24)

The architecture of the proposed course has been planned and the design submitted by McKenzie and Hunter, nationally known golf architects, accepted by Mr. McLaren. Work on the course would proceed immediately upon notice of favorable action by the Board of Supervisors.

From the Salada Beach end of the line impetus has come, likewise, for the new course. Salada Beach is a fishing town of California and dates back for many years into this State's history. Recently the residents, learning of the proposed improvements in their vicinity, decided to keep abreast of the times and formed an up and coming Chamber of Commerce, of which Clarence J. Stafford is president; Walter Fryer, first vice-president; Archibald Craig, second vice-president, and J. E. Davies, secretary-treasurer.

Directors Chosen

A board of directors consisting of Frank Chambers, U. P. Ross, M. O. Anderson, Ray T. Higgins, Mrs. Anna Reinhold, Adele C. Rotgers, Clarence J. Stafford, Walter Fryer, Archibald Craig and J. E. Davies has been chosen to serve in advisory capacity and promote interest in Salada Beach as a coming play-time suburb of San Francisco.

Numerous summer homes are shooting up in the vicinity of the coming golf course and the broad beach beckons to week-end pleasure seekers as well as the suburbanite population.

Supervisor Andrew J. Gallagher, chairman of the Tri-County Highway Commission of San Francisco, San Mateo and Santa Cruz Counties, has predicted a glowing future for the Salada Beach country, which is to be along the path of the new Tri-County Highway, which is to connect Santa Cruz and San Francisco by direct coastal route. The highway will run through Salada Beach, cutting the distance between the Beach and San Francisco's business district to eleven miles of broad, silvery, scenic boulevard.

JOHN McLAREN
San Francisco's Venerable Park Superintendent

TECHNICAL ENGINEERS' UNION

By J. L. Slater Jr.

THE annual vacation periods for the field parties are as follows: Coughlan, June 17 to July 1; Knox, July 1 to July 15; Flamm, July 15 to July 29; Eggert, July 29 to August 12; Lundy, August 12 to August 26; Jones, August 26 to September 9; Garen, September 9 to September 23.

At the last meeting of Local 11 several questions of interest to all members were thoroughly discussed and then given over to the executive committee for proper action. The question of group life insurance for members will be brought up at an early date, so be present and get in on this. The meeting was held in a private dining room of a local restaurant and after the business session refreshments were served.

The great Mannelli once again proved he is a pinch hitter when he defeated Jim Owens at the royal and ancient game on Harding links the other morning. Don't let that bother you, Jim, for you know at golf Caesar is "one of the best."

Code was back on the job for a few days, but he is off again, owing to poor health.

Cliff Jones and party are cross-sectioning the proposed line of Junipero Serra Boulevard in San Mateo County. Bowhay and his assistants are doing the office work on this project.

Coughlan has fallen for the lure of golf and may be seen nearly every morning out on Harding links trying to keep the little white ball out of the trees and brush.

The sympathy of No. 11 was extended to Brothers Dennis and Stern recently. To Dennis on the death of his brother, and to Stern on the death of his father.

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Over All, Above All--- The Roof

Its Importance to the Structure Ranks With the Foundation

By J. I. HOLDER
Engineering Department, The Paraffine Companies, Inc.

THE crown of the building—the roof. The building is built for it rather than the roof for the building. Its importance to the structure ranks with the foundation—the one the beginning, the other the end—the one to support, the other to protect. Both merit first and last consideration. The success of the structure depends on these two elements.

Who wants to pay for expensive leaks?

Who wants to be bothered with repairs?

The difference in cost between a good roof and a cheap roof is extremely small in the total cost of any building. It usually represents less than one-half of one per cent—and that little difference represents satisfaction or trouble. It never pays any one to buy a cheap roof.

Here are some pointers in buying roofs:

Advise with the manufacturer as to selection of materials. What is good for one building may be totally unsuitable for another.

Depend upon the manufacturer to select your roofer. There are many "fly-by-nights" in the business today—out of it tomorrow.

Be sure that the roof deck, or base, is well braced, strong and suitable for the material which is to be applied over it. Many roofing failures are caused by poor roof decks and supports.

Pay particular attention to flashings against walls, chimneys, around pipes, outlets and connections. Look to the valleys, the hips, the ridges. These are all trouble makers.

If you have more than one roofer bid don't be too ready to select the low bid. Analyze your bids and check up with the roof deck to see if all flashing work is well covered. If it is not, have it made clear in writing.

Upper: Two San Francisco residences, gutted by fire and which the roofs helped to "smother." Lower: This picture illustrates the "smothering" action of a mineral-surfaced roof. The only damage done to the gravel-surfaced PABCO ROOFS was around light wells and trap doors, and that was of little consequence.

A word about fire retardency:

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And lastly—let us take pride in our roofs. Let us make them beautiful, keep them clean and in good repair. After all, the roof is our protection—our shelter—the crowning glory of our home.

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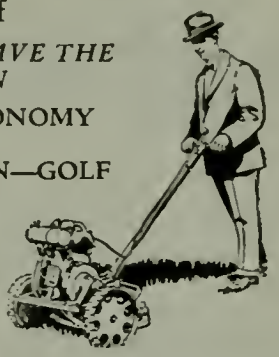

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BUREAU OF SUPPLIES

By SISTER SUSIE

In Memoriam

AT THIS time it is exceedingly fitting that a word be said about our well beloved associate in the Bureau of Supplies, our Chief Storekeeper, "Mike" McGovern. His sudden passing was a great shock to us all and our sympathy goes out to the bereaved family. We shall miss him from our official family and realize in a measure the loss to those nearest and dearest.

"Mike" did have a keen sense of humor and his sharp Irish wit, together with his kindly personality made him a worth-while friend and fellow worker.

In loving remembrance from,

SISTER SUSIE.

John L. Herget, Inspector of Supplies for the City of San Francisco, has been honored by the Fraternal Order of Eagles by being chosen as chairman of a joint committee of

JOHN L. HERGET

members of San Francisco Aerie No. 5, and Golden Gate Aerie No. 61, Fraternal Order of Eagles, who will make a fifteen day excursion to Alaska and the Pacific Northwest this summer.

A large number of municipal office holders will be included in the party which leaves here on June 14, according to Mr. Herget.

After visiting Portland and Seattle en route, the party will sail from the latter port for Vancouver, by way of Victoria, a beautiful daylight trip amid some of the most entrancing scenery in the world. At Vancouver the palatial Canadian National vessel Prince Rupert, will await the party and this commodious steamer, the fastest in the Alaska service, will be the home of the party for nine days.

En route to Skagway, the destination of the Prince Rupert, the party will visit Prince Rupert, Ketchikan, Wrangell, Juneau and the world-famous Taku glacier. This last is a sheer wall of ice, a mile wide and two hundred feet high. Vibrations from the ship's whistle causes huge blocks of ice to crash into the sea and this in turn causes further wreckage.

From Skagway the party will make the famous trip over the Alaska and Yukon Railway to Lake Bennett.

Fifteen days in all will be spent by the excursionists, who plan to return to San Francisco on Saturday, June 29. Skagway will be reached on June 21, the longest day in the year, when the midnight sun is at its brightest.

Those who wish to join this excursion may communicate with Mr. Herget in the Bureau of Supplies. He will be pleased to furnish any information necessary. A most reasonable all-expense fare has been arranged for the trip.

KNOWN AT THE HALL

IT might attach a bit of human interest in recounting Ben Selig's career—everybody knows Ben—to say that he was born in the old Selig mansion on Mission, between Fourth and Fifth streets, so long ago he has forgotten the date, and that when 13 years old he forsook school studies and started a meat-jobbing business at Sixth and Clara streets.

Having acquired considerable business acumen while supplying meat to ships and wind-jammers out of this port in the early days, Ben decided it was time to branch out. He joined his father, Moses Selig, a pioneer butcher who came to California in 1849, in the old Center Market on Sutter street, where the White House now stands. The father passed on some thirty-six years ago. During his lifetime he was a leader in the civic and philanthropic life of San Francisco. He was president of Temple Emanu-El at the time of his death.

After the fire of 1906, Ben joined his brothers and brother-in-law, Charles Johnson, in the firm of J. G. Johnson, Inc., meat dealers, where he is now actively connected as director and plant manager.

Mr. Selig's hobbies are sports and politics. He has taken active part in every important sporting event this side of the Rockies. Toward the close of his sporting career he handled the affairs of the famous Joe Gans, the champion of champions.

Mr. Selig likes politics, but not for personal gain. He has never held public office, but has devoted his time to further the aspirations of his friends. He is a warm personal friend of Mayor Rolph and has stood staunchly by the latter in all his mayoralty campaigns. It has been the good fortune of Ben Selig to have served on every important committee that was appointed to welcome visiting notables, including the late Presidents Roosevelt and Harding, former President Taft, and others. In politics, Mr. Selig is a Republican. For ten years he has been a member of the Republican State Central Committee. He is a warm personal friend of Senators Johnson and Shortridge. During 1915-16 Mr. Selig was chairman of the Police Committee of the County Grand Jury.

BEN SELIG

In fraternal circles Ben is as well known as in business and political circles. He holds membership in nearly every order in the city.

BOARD OF PUBLIC WORKS EDITION

The Municipal Employee

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Twenty-Five Cents | SAN FRANCISCO, CALIFORNIA, JUNE, 1929 | Vol. III, No. 6

WHEN THE NEW GREAT HIGHWAY FORMALLY WAS OPENED TO TRAFFIC

Mayor James Rolph, Jr., in the center, looking on as Miss Lucy Young (with the scissors), daughter of Governor C. C. Young, cut the ribbon across the Great Highway to permit a parade to inaugurate it. Others in the foreground, left to right, are: Superintendent of Parks John McLaren, Supervisor Alfred Roncovieri, President Timothy A. Reardon of the Board of Public Works, Rita DuFossee,

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EDITORIAL PAGE

San Francisco's Board of Public Works

NO DEPARTMENT of this great City's government is more entitled to special recognition than the Board of Public Works. That department is entrusted with the immense tasks of a great city's maintenance and construction. This is a big job; a tremendously important job in San Francisco. It has been carried on for years under the supervision of President Timothy A. Reardon, and Commissioners Charles E. Stanton and Frederick W. Meyer—carried on in a big and most successful way.

That one department of the City government spends millions of dollars every year! That the Board of Public Works has expended these huge sums year in and year out without ever the breath of scandal—and practically free from criticism—is a record that marks its efficiency and splendid organization. It is a record to which any big city can point with pride.

Mayor Rolph, in the leading article in this issue of THE MUNICIPAL EMPLOYEE, in paying tribute to the members of the Board of Public Works, remarks: "The members of the Board of Public Works are all high-class men of varied experiences, with lofty civic pride and responsibility; they give their entire time to their duties, perform them well, are honest and perfectly fitted for the positions they occupy. The Board has won the highest praise for the efficiency and rigid honesty of all its works and dealings with the public, and its members will be survived for all time to come by numerous monuments to their devotion to the welfare of our city, expressed in public improvements of the highest type and greatest community usefulness."

SOME of those monuments, it might be noted, in passing, are the magnificent City Hall—the most imposing structure of its kind in the United States—with a dome that is forty-seven feet five inches loftier than the dome of the National Capitol Building in Washington; the commodious, beautiful Civic Auditorium, one of the finest convention structures in America; the Public Library, with its thousands of volumes of immortal books; the City and County Hospital, including the Laguna Honda Home, the haven of the aged and infirm, and the Health Farm near Redwood City; six high schools; four junior high schools; fifty-eight elementary schools; miles and miles of enduring street improvements; the Municipal Railway, with its spacious Geary Street and Potrero Avenue car barns; the Duboce, Stockton and Twin Peaks tunnels; the Ferry viaduct; the Great Highway and the Ocean Beach Esplanade, designed by City Engineer M. M. O'Shaughnessy; the great Hetch Hetchy project that will furnish water to San Francisco for future generations and electricity for lighting and industrial purposes.

The duties of the Board of Public Works, as defined by the charter, are as follows:

THEY shall have charge, superintendence and control, under such ordinances as may from time to time be adopted by the Supervisors: Of streets, pipes, wires, sewers, drainage, cleaning and sprinkling and lighting of streets, of maintenance and repairs to all public buildings, the construction of all public buildings, of conduits, garbage and sewerage systems, of the construction, maintenance and operation of any and all public utilities owned, controlled and operated by the City and County of San Francisco.

In line with the policy of THE MUNICIPAL EMPLOYEE to give, in addition to its general news of municipal affairs, some comprehension of the size and importance of municipal undertakings, and to keep the city at large in touch with its responsible servants, it is fitting that this magazine give deserved recognition to the Board of Public Works in an edition dedicated to that Department. This number of THE MUNICIPAL EMPLOYEE is so dedicated.

MAYOR JAMES ROLPH, JR.

The Board of Public Works

An Account of Activities in One of the City's Most Important Departments

By MAYOR JAMES ROLPH, JR.

THE Board of Public Works of this City and County is composed of Timothy A. Reardon, President; Colonel Charles E. Stanton, Commissioner and Frederick W. Meyer, Commissioner. Sidney J. Hester is the capable Chief Deputy Commissioner and Secretary of the Board. They are all high class men of varied experiences, with lofty civic pride and responsibility; they give their entire time to their duties, perform them well, are honest and perfectly fitted for the positions which they occupy.

The Board of Public Works devotes its principal efforts to the development of projects of general municipal benefit. It has charge and supervision of all City work; receives bids for all contract work let to private contractors; supervises and inspects all City work; tests and examines all materials to be used, and hires experts for every class of work.

The Board of Public Works has supervision over the construction and maintenance of sewers, streets, roads, highways, Municipal Railway, Hetch Hetchy water supply and its hydro-electric energy, public buildings and all work which its name implies. It has as its Chief Engineer M. M. O'Shaughnessy, its Superintendent of Municipal Railways, Fred Boeken.

During the last sixteen years the Board of Public Works has been engaged on many public projects—the planning and erection of the Civic Center with its magnificent City Hall whose dome is forty-seven feet five inches loftier than the dome of the Capitol at Washington; Public Library, City and County Hospital, miles and miles of street improvements, Municipal Railway, Duboce, Stockton and Twin Peaks tunnels, Ferry Viaduct, and the Hetch Hetchy water system which will bring water to San Francisco for future generations and electricity for lighting and industrial purposes.

The Board of Public Works of any city is one of the most important departments; it plays an important part in the development thereof and maintains a high standard of efficiency. The Board of Public Works maintains an Accounting Department to check and keep an accurate

President Timothy A. Reardon being installed in office, January 17, 1916

account of all money received and spent by it.

Timothy A. Reardon

Mr. Timothy A. Reardon has served as President of the Board of Public Works since January, 1914. Mr. Reardon is a Native Son and was born July 14, 1875, in San Francisco. He married Miss Agnes M. Oneil. They have two sons and a daughter. Mr. Reardon was educated in the public schools of San Francisco, and is one of the alumni of the famous old Lincoln Grammar School. He served as a steam fitter and apprenticed at the Risdon Iron Works. Mr. Reardon is very active in the cause of organized labor and has represented the Steam Fitters' Union at many important local and international conventions as a delegate from San Francisco.

Prior to being connected with the Board of Public Works, Mr. Reardon was Deputy County Recorder; Superintendent of Public Buildings, and a member of the Playground Commission and he has always been very active and helpful to the Mayor's office on its program of progress.

Col. Charles E. Stanton

Colonel Charles E. Stanton was born in Monticello, Piatt County, Illinois, November 22, 1859. He migrated to Denver, Colorado, in 1860,

TIMOTHY A. REARDON
President, Board of Public Works

and later followed with his parents the construction of the Union Pacific Railroad and pulled the bell on Engine 116 at the ceremony of laying the last tie between the Union and Central Pacific lines at Promontory, Utah, May 10, 1869.

He attended Lincoln Grammar School from September, 1869, to May, 1870, and Santa Clara College, 1873-4-5; in Sheffield Scientific School of Yale in 1878. He farmed in Minnesota 1884-89, thence moved to Salt Lake City, Utah, where he was City Recorder 1892-3 and County Clerk 1895-96.

Colonel Stanton entered the Army of the United States on August 3, 1898, as Major and Additional Paymaster of Volunteers; later was made a captain in the regular army February 8, 1901, retiring with rank of Colonel November 13, 1920. He was awarded the Distinguished Service Medal, and is an Officier de La Legion d'Honneur de France. He accompanied General Pershing abroad, and on July 4, 1917, delivered an address on behalf of the American Expeditionary Forces at the tomb of La Fayette in Pic-Pus Cemetery, Paris, the concluding words in his famous peroration being "La Fayette, we are here!"

Colonel Stanton was made a member of the Board of Public Works by me November 14, 1921, and by successive appointments is still a member of that board.

Frederick W. Meyer

Mr. Frederick W. Meyer was born in San Francisco February 12, 1870, and was educated in the public schools. He has been an active member of the State and local Grocers and Merchants' Association. He was

San Francisco's City Hall. A magnificent monument to the Board of Public Works

FREDERICK W. MEYER
Commissioner, Board of Public Works

elected President of the California Retail Grocers and Merchants' Association at Del Monte, and was President of the San Francisco Retail Grocers' Association during the World's Fair of 1915.

Mr. Meyer has been an ardent worker in civic affairs. He was appointed a member of the City Planning Commission by me January 7, 1924, serving on the commission until April 28, 1926. Mr. Meyer was made a member of the Board of Public Works April 29, 1926, and by successive appointments is now a member of that board.

Mr. Meyer is the father of two children, Dr. Frederick Meyer and Miss Ada Meyer.

Sidney J. Hester

Mr. Sidney J. Hester, Chief Deputy Commissioner and Secretary of the Board of Public Works, was born in Stockton, California, February 2, 1885. In 1895 he moved to San Francisco and has lived here continuously since that time. Mr. Hester was educated in grammar and Polytechnic High Schools.

SID J. HESTER
Chief Deputy Commissioner and Secretary of Board of Public Works

He served his clerical apprenticeship with the Pacific Coast Steamship Company. He was employed as head bookkeeper for the O'Day Contracting Company until 1911, when he was successful in a Civil Service examination and entered the employ of the City and County of San Francisco on January 3, 1912, and was assigned to the Street Cleaning Division of the Board of Public Works. In August, 1912, he was assigned as head clerk in the Bureau of Public Buildings, serving under Timothy A. Reardon, who at that time was Superintendent of Public Buildings. In 1914 he was assigned as chief clerk in the Cost Accounting Bureau of the Board of Public Works, serving in that capacity until 1919, and thereafter was assigned to the Secretary's office as assistant to William J. Fitzgerald, the Secretary. He was appointed January 9, 1928, to the position of Chief Deputy Commissioner and Secretary of the Board of Public Works.

COLONEL CHARLES E. STANTON
Commissioner, Board of Public Works

Mr. Hester is the father of two children, James T. Hester, a senior, Engineering College, University of California, and Helen E. Hester, a junior, Polytechnic High School.

School Construction

Since my election to office, the Board of Public Works has built six high schools, four junior high schools and fifty-eight elementary schools, as follows:

HIGH SCHOOLS

Galileo	1926
Girls'	1912
High School of Commerce	1926
Lowell	1912
Mission	1927
Polytechnic	1913

JUNIOR HIGH SCHOOLS

Francisco Jr.	1926
Hamilton Jr.	1912
Horace Mann Jr.	1923
Portola Jr.	1927

ELEMENTARY SCHOOLS

Adams	1922
Agassiz	1912
Alamo	1926
Alvarado	1926
Andrew Jackson	1923
Argonne	1919
Balboa	1927
Bernal	1921
Bret Harte	1925

Commissioner Frederick W. Meyer at time of his induction in office, April 28, 1926

Burnett	1912
Cabrillo	1925
Columbus	1923
Commodore Sloat	1927
Commodore Stockton	1924
Dudley Stone	1926
Emerson	1926
Edward Robeson Taylor	1924
Fairmount	1917
Franklin	1912
Frank McCoppin	1912
Gough	1923
Grant	1921
Grattan	1919
Guadalupe	1927
Hancock	1922
Harrison	1921
Hawthorne	1926
Hillcrest	1918
Jefferson	1927
John Swett	1913
Junipero Serra	1912
Kate Kennedy	1912
Lafayette	1927
Laguna Honda	1912
Le Conte	1926
Madison	1927
Marshall	1914
McKinley	1922
Monroe	1919
Pacific Heights	1924
Parkside	1926
Patrick Henry	1913
Paul Revere	1917
Raphael Weill	1927
Redding	1917
Sanchez	1926
Sarah B. Cooper	1915
Sherman	1927
Spring Valley	1926
Starr King	1914
Sunnyside	1927
Twin Peaks	1919
Ungraded Primary	1917
Visitacion Valley	1913
Washington Irving	1914

MILESTONES IN SAN FRANCISCO'S CIVIC PROGRESS

Reading from top to bottom: 1—War Memorial Work Started. 2—Bernal Cut Ground-Breaking. 3—Relief Home Dedication. 4—Mayor Rolph Dedicating San Francisco's Municipal Airport at Mills Field.

The new Portola Junior High School, a 1928 Board of Works accomplishment

West Portal.....1926
Yerba Buena.....1923

There are now either under construction or practically finished:

Francisco Junior High School;

Geary Street Elementary School;

Jefferson School;

Winfield Scott School;

Addition to Polytechnic High School;

Roosevelt Junior High School;

Second and third units Balboa High School;

Harrison Street Warehouse which is used by the Store Department.

The Board of Public Works maintains a fully equipped office and has supervision over the Accounting Division, the Bureau of Architecture, the Bureau of Building Repairs, Bureau of Stores and Yards, Bureau of Building Inspection, Bureau of Engineering—including Hetch Hetchy, Street Repair Department, Municipal Asphalt Plant; sidewalks, curb setting, basalt block maintenance, maintenance and operation of bridges; Street Cleaning Department, Bureau of Sewer Repairs, Sewer Pumping Station, and numerous other details incidental to the upkeep of city property, the personnel of which is approximately 3,200.

DURING the administration of Mayor James Rolph Jr., he has appointed to office the following commissioners of the Board of Public Works:

Daniel Gray Fraser, retired.
Adolph Judell, retired.
Timothy A. Reardon.
Major David J. McCoy, deceased.
Colonel Charles E. Stanton.
Frederick W. Meyer.

The Board of Public Works has just about completed one of the world's finest esplanades, being 4,298 feet in length, from the Cliff House to Lincoln Way, which will connect with the Great Highway just finished. The Esplanade will cost approximately $720,000 and will be 300 feet wide.

The Great Highway, from Lincoln Way to Sloat Boulevard at the Fleishhacker Pool, will be 1.8 miles long, composed of two roads fifty feet wide, one bridle path twenty feet wide, three pedestrian ways to the ocean beach, each 226 feet long; two comfort stations—the total cost being $600,000.

This Esplanade and the Great Highway were designed by Chief M. M. O'Shaughnessy, City Engineer. The Esplanade and the Great Highway from the Cliff House to the Sloat Boulevard are approximately three miles.

The Board of Public Works is charged with the letting of many important contracts in the future for numerous other municipal projects for the further development of San Francisco. There loom in the not distant future, two projects across San Francisco Bay — the Golden Gate and the Rincon Hill bridges; the latter probably will be built under the supervision of the Board of Public Works of San Francisco.

The Board has won the highest praise for the efficiency and rigid honesty of all of its works and dealings with the public, and its members will be survived for all time to come by numerous monuments to their devotion to the welfare of our city expressed in public improvements of the highest type and greatest community usefulness.

The new Paul Revere School Annex, Folsom and Banks streets, which was dedicated December 2, 1928

San Francisco's Architectural Department

By CHARLES H. SAWYER
Acting City Architect

CHARLES H. SAWYER
Acting City Architect

CITY departments, says Mr. Sawyer in this article, are very much like individual owners when they decide to build new homes. Their wishes too often outrun their pocketbooks, and a stern and unbending Finance Committee says "no" to a request for an appropriation, or gives less than is requested, and the problem is passed on to the Bureau. It is the age-old problem of getting all you can for your money, with always the hope of getting a little more. But even such problems are interesting; scheming to reduce the cost of construction without sacrificing quality, putting into effect every economy possible to make the appropriation go farther.

UNDER the Charter of the City and County of San Francisco, the Department of Public Works is responsible for the erection of all school buildings, fire houses, hospitals and such other structures as are not directly under the control of the Library Trustees, the Park Commission, or the Trustees of the War Memorial, and the Bureau of Architecture is the bureau of the Department of Public Works that is responsible for the preparation of plans, either in the bureau or in collaboration with architects appointed for the purpose. The bureau is also responsible for the supervision and inspection of the work as it progresses. In the files of the bureau are kept the plans and the data for public buildings erected since 1906.

A large part of the work done in the bureau is of a routine nature—correspondence, payments and general office work, but every project undertaken is a new problem in some respect and requires that every one concerned must give of his best to make it a success.

A school building, for example, would seem to the uninitiated to be like any other school building, but it is seldom that any two school sites resemble one another. The problem this time may be a senior high school, next an elementary or a junior high, so each project is planned as an individual unit in the school system.

The Board of Education through its advisers analyzes the reports of its experts and decides on the site, the size and the requirements for a new school, embodying its findings in the "program." Upon this program the plans are built.

As the plans progress, constant

San Francisco Fire Department's Engine House No. 19, a Board of Public Works accomplishment

consultations with the Board of Education are necessary so that the school children of San Francisco are given every facility for their education and for healthful and beautiful surroundings.

The other departments of the City proceed along the same lines when a new building is projected.

Health Buildings

The citizens of San Francisco have authorized a bond issue for health buildings. Two of the buildings contemplated are a cancer institute and a psychopathic building. These represent a new and important problem —new because it has been some time since the City has constructed a hospital building, and recent work in other cities must be studied and the results analyzed—important because the Board of Health desires that the new work shall be second to none.

Upon completion of the plans there is much hard and uninteresting work in the preparation of specifications, letting of contracts and starting construction. The actual construction work gives the bureau its greatest responsibility for the entire inspection and supervision of construction is in its hands.

To see a beautiful building rise from an unsightly excavation is an interesting sight to anyone, but to the man who has a part in that work and who has the responsibility of its construction on his shoulders it is a great pleasure. Though the work entailed is often monotonous and routine, it fades into insignificance beside the feeling of accomplishment.

City departments are very much like individual owners when they decide to build new homes. Their wishes too often outrun their pocketbooks, and a stern and unbending Finance Committee says "no" to a request for an appropriation, or gives less than is requested, and the problem is passed on to the bureau—the age-old problem of getting all you can for your money with always the hope of getting a little more. But even such problems are interesting —scheming to reduce the cost of construction without sacrificing quality, putting into effect every economy possible to make the appropriation go farther.

Substantial Construction

At one time all public buildings were designed in the bureau, and many beautiful buildings were constructed and have served the City well. Yet so rapid has been the advance in building construction and so many the changes in living conditions, education, sanitation, theories of lighting, heating, ventilating, etc., that many of them have served their periods of usefulness.

The change in the population of certain portions of the City, its increase or change in character renders some buildings entirely inadequate to care for the increase, and additions are necessary, while others become obsolete; this is especially true of school buildings.

A good building that has become too small, that must be enlarged, is a problem that very often gives more trouble than the design of an entirely new structure. A number of these problems come to the bureau, entailing much hard work and very little to show for it, but it helps swell the total of useful work accomplished, happy and healthy school children, comfortable and efficient fire and police stations, institutions for the care of the sick and unfortunate that are second to none.

End Never in Sight

And the end is never in sight; there is so much to be done, the Civic Center to complete, involving several buildings, new hospital buildings, additions to the Laguna Honda Home, a new jail, two new senior high schools, junior high schools, and several elementary schools, a number of old fire houses to replace, and additions to old buildings. All of these are necessary to care for the ever-increasing demands of a great and growing city.

May we never be built up, for when we are it will be a sign that advancement has ceased.

The beautiful new Balboa School now occupied by its full quota of pupils

Bureau of Building Inspection

By JOHN B. LEONARD, *Superintendent*

THE Bureau of Building Inspection of the City and County of San Francisco is a department of the Board of Public Works to which is assigned the duty of enforcing the observance of the building laws of this city. Its duties cover a wide field of various types of construction under divers conditions. It must approve the designs and exercise a general field supervision of all new construction, repairs and alterations; the erection of signs; it must pass upon new materials of construction, as well as types of construction; it is also assigned the duty of enforcing the State Housing Act and the zoning laws of the City and County of San Francisco. It is incumbent upon the Bureau to introduce new ordinances when, in its judgment, such are necessary, and also to pass upon the report to the city officials on ordinances that may be introduced by others.

Advisory Committee

An unusual and especially efficient method of handling the work of the Bureau has been adopted by the Board of Public Works in the appointment of an advisory committee to coöperate with the superintendent of the Bureau. This advisory committee consists of an architect nominated by the American Institute of Architects, an engineer nominated by the American Society of Civil Engineers, and a general contractor nominated by the Builders' Exchange and the General Contractors' Association. The members of this advisory committee are: Frederick H. Meyer, architect; Walter L. Huber, engineer, and A. H. Wilhelm, general contractor, all experienced in and directly connected with the building industry, who are giving their services without compensation, solely through their desire to aid in the proper enforcement of the building laws of this city. Few, if any, outside of this Bureau can form a proper estimate of the valuable services rendered by these gentlemen. They assist the superintendent with their advice in deciding matters that are not entirely clear in the building code, and also in matters that are not definitely covered by the building law. Also, any applicant who is not satisfied with the ruling of the superintendent of the Bureau is at liberty and expected to appeal from his decision to the advisory committee, who will carefully review the matter and render a decision. The minutes of the proceedings of this committee are a matter of public record, and are made so to the end that the Bureau may be free from charges of favoritism.

JOHN B. LEONARD
Superintendent, Bureau of Building Inspection, Board of Public Works

AN UNUSUAL and especially efficient method of handling the work of the Bureau of Building Inspection has been adopted by the Board of Public Works in the appointment of an Advisory Committee to coöperate with the Superintendent of the Bureau, Mr. Leonard says in this article. The members of the committee are all experienced in and directly connected with the building industry. They give their services without compensation, solely through their desire to aid in the proper enforcement of the building laws of this city. Few, if any, outside of this Bureau can form a proper estimate of the valuable services rendered by these gentlemen.

For the first time in the history of San Francisco a sufficient corps of competent engineers is employed by this Bureau to check all structures for which permits are issued. It is not the general spirit of the public to evade the law, but incompetence creeps into many designs, which incompetence is largely shown in details. No member can carry its load unless it has proper connections, and in this respect the checking engineers are rendering a service that is full value for their compensation.

Old Building Law

The present building law of the City and County of San Francisco is nearly twenty years old, with the exception of such amendments as have been made within that time. Conditions are so much different in the present day from those existing at that time that the laws are in many respects inadequate, sometimes extravagant, and many times deficient. In order to rectify this condition, the Bureau is coöperating with the statewide movement of preparing a new standard building code, which is being carried on under the auspices of the California Development Association. At least 100 men, from both the northern and southern portions of the state, all of whom are leaders in the building industry, are contributing gratis their time and effort to this work. The Development Association is financing this effort in the amount of $30,000, which is for the purpose of paying necessary clerical and editorial expenses.

Working on New Code

When this work is completed such conditions as are peculiar to San Francisco will be added to this code, and then it will be presented to our officials for adoption. Construction work carried out under the provisions of this code, which will be second to none in the United States, will better fit present-day operations in that it will standardize a great deal of the work that is now sadly in need of such correction. It will make proper provision for

forces that all of us know may exist, which are not provided for in our existing code. It will improve the present classification of buildings to the advantage of the public, as is manifest through some reduction in insurance rates that has already transpired through the work of these committees and which will likely be further reduced upon its completion.

The Bureau has and is receiving the most wholesome coöperation and support from the administration and its immediate superiors, the Honorable Board of Public Works.

The Moccasin Creek Power House in Hetch Hetchy generates more than 100,000 horsepower —Photo by Chaffee

The Superintendent of Public Buildings

ONE of the outstanding marks of an able executive is his ability to carry a multitude of wearisome details, a large heart and a pleasant personality all under one and the same hat. This does not mean that Martin J. Tierney has only one hat. Far from it! For Martin, though superintendent of public buildings, is one of those who know what the well-dressed man should wear; and, whatever it is, he wears it.

Prior to his appointment, Mr. Tierney for several years was assistant superintendent of streets. In that position his capacity for business management and the direction of men were so manifest that, when the question of choosing a successor to the late Charles N. Meehan came before the Board of Public Works, their choice fell where it naturally would—on proven ability and merit.

As to the many details that disconcert him, one need only consider the great responsibility on the shoulders of Mr. Tierney, who is charged with the maintenance and upkeep of some 200 municipal buildings. These include Fire Department buildings, Police Stations, Hospitals, Jails, School building repairs, Hall of Justice, Auditorium and San Francisco's beautiful City Hall, with its famous dome.

In addition there is the operation and maintenance of bridges; the painting of traffic lines and curbing and the numerous construction projects for which special funds are made available on recommendation of the Supervisors' Building Committee.

MARTIN J. TIERNEY
Superintendent, Bureau of Public Buildings, Board of Public Works

To enumerate all the duties and responsibilities of the office of superintendent of public buildings would require too much space. Suffice to say that the work involved requires a permanent organization of approximately 300 employees and an annual expenditure of more than $1,000,000.

It would be hard to find a superintendent who is more devoted to his work, more attentive to complaints and more sincerely liked by his subordinates than is Martin J. Tierney. His office is located in the Corporation Yard, 484 Eleventh street, where he is found to be always on the job.

WHEN the Board of Public Works organized, the following bureaus were created and superintendents placed in charge, all of whom report to the Commissioners in all activities pertaining thereto:

Bureau of Engineering—M. M. O'Shaughnessy, City Engineer in charge; Nelson A. Eckart, first Assistant Engineer; Clyde E. Healy, second Assistant Engineer.

Bureau of Architecture—Charles H. Sawyer, acting City Architect in charge.

Bureau of Accounts—John P. Hannan, Superintendent in charge.

Bureau of Building Inspection—John B. Leonard, Superintendent in charge.

General Office—Frank W. McKenzie, Chief Clerk in charge.

Bureau of Sewer Repair—Joseph C. Linehan, Superintendent in charge.

Bureau of Street Repair—Preston W. King, Superintendent in charge.

Bureau of Street Cleaning—Peter J. Owen, Superintendent in charge.

Bureau of Public Buildings—Martin J. Tierney, Superintendent in charge.

Municipal Railways—Frederick Boeken, Superintendent in charge.

Repair Shops—John A. Lambert, Master Mechanic in charge.

The Bozos, Social Side of the Board of Public Works

SHERIFF
DICK FITZGERALD

By SHERIFF WILLIAM J. (DICK) FITZGERALD

AT NOON each day several employees of the Board of Public Works, and some contractors, are in the habit of gathering for lunch at the Maison Paul Grill on Market Street, near Grove Street. This has been the practice for several years and here the current City Hall topics are discussed. Clyde Healy, Joe Callaghan and "Scrubby" Saunders on Mondays bring the doings of the morning session of the Board of Supervisors, while Jim Smith tells the progress made on the Alemany, Bayshore or Junipero Serra boulevards or other street work. Sid Hester and Commissioner Fred Meyer acquaint the group with the news of the B. P. W. Dick McDonald drops in with the tidings from Eleventh and Bryant Streets, and of the Board of Education. Emile Muheim, Willis O'Brien and Max Bartell recite the doings in the Hetch Hetchy, Bernal Cut and other city projects. Dodge Riedy, formerly with the City Engineer's office and now an up-and-at-'em architect, is a frequent visitor with news from down town. Bob Woodward regales the group with City Planning news.

Campaign times find the discussion turning to politics with no guaranty as to unanimity of choice as to candidates assured. This latter situation leads to much good-natured banter and many interesting wagers.

During football season the fanning is solely on the game and here again partisanship is quite pronounced, with attendant raillery and friendly bets. Lunch is had early on Saturdays during this season and the fans get a prompt start for Berkeley, Palo Alto or Kezar Field.

During the drab winter months an occasional game of penny ante is started to while away an otherwise dull Saturday afternoon. The late lamented "Tad" would have gotten many a new line for his famous indoor sports had he ever been present at one of these gatherings. These games never go beyond 5:30 p. m. and the stakes are so small that no one ever gets badly burnt. These are the factors that keep fellows like Fred Meyer and Jim Riordan out of the proverbial doghouse.

THERE are no dues or officers in the Bozos' organization. The name was suggested by the amiable Joe Callaghan, and is, perhaps, most expressive of just what it means—a gang of Bozos bent upon moving along the path of life without hurting the neighbor and willing to cheer him in his success, says Mr. Fitzgerald in this article.

On occasion when things have been quiet for some time a banquet is suggested, usually by those of the group who are married and who want a night out. Thirty or forty usually attend these affairs and while the time set for the dinner is 7 o'clock, it is after 8 o'clock before any food is tasted, although there are very few tardy. A new toastmaster is selected each time and on one occasion there were two toastmasters, George Purser at one end of the table and Sid Hester at the other. Sid won when George talked himself out. Max Bartell was also the toastmaster once.

Peter Bondoures and George Paulson, the genial proprietors of the Grill, gave several of these banquets, as well as Jim Smith, Leo Cunningham and Dick Fitzgerald. A. Muheim for three years hand running has sent us a deer from Mendocino and venison was the excuse for the banquet. Last year the friends of Swine O'Shea in Livermore sent a deer which was served in the roof garden of the Whitcomb Hotel by the fellow Bozos, Ernest Drury and Art Watson. Nearly always the German songsters, Meyer, Muheim, Stern and Stahle, assisted by Callaghan and Cunningham, furnish the music. The gang never tires listening to Sid's "Look About You, Charlie," and other stories. Dolly Yondall and Reg Clifford, builders of the Duboce Tunnel, usually attend, along with Bob Plagerman of the Western Pipe & Steel and a couple of Scotch friends.

Testimonial banquets have been tendered Sid Hester, when he was appointed Secretary to the Board of Public Works, and to Dick Fitzgerald, when he was elected Sheriff.

Doc Cook, chemist for the Board of Public Works, handles the menu to guard against toxic foods and he and Jimmie Hourigan provide the transportation home when all is over.

Gene Riordan is the treasurer, taking care of the collection for the fill and cover.

Trips have been made over weekends to the country place of Herman Rahlman and O. Monson, at Napa; to Healdsburg, as guests of Henry Doelger, and to Inverness, to T. I. Butler's place, as guests of Al Smith of the Mack Truck Company. These trips were most enjoyable, but it could never be arranged to make a second visit to any of the places.

Carl Stern and Andy Garbarino have promised a mess of fish for a big banquet, but have been a long time in delivering.

There are no dues or officers in this Club or whatever you might be minded to call it. The name was suggested by Joe Callaghan, the Brisbane of the crowd, and is perhaps most expressive of just what it means—a gang of Bozos bent upon moving along the path of life without hurting the neighbor and willing to cheer him in his success.

The recent death of Mike McGovern was a severe loss to the Bozos. Mike was a regular at the luncheons and never missed at the banquets. His knowledge of civic affairs, politically and otherwise, always commanded the attention of the others and his sense of humor and subtle ribbing of someone were sources of much enjoyment whenever he started to unload.

There hasn't been one of these banquets for ages. Probably right after the vacation season is over it would be a good time to stage one.

Cleaning San Francisco's Streets

By GEORGE S. SULLIVAN

HOW little thought and attention is given by the average citizen and official to one of the most important bureaus in the city government. The Street Cleaning Department is the largest bureau in number of employees necessary to make San Francisco one of the cleanest cities in the United States and this has been attained, and is so recognized throughout the country, under the able direction of Superintendent Peter J. Owen.

In 1912 our streets were in a most unsatisfactory and dirty condition. Mayor Rolph was at that time inaugurated into office and immediately adopted a policy that the streets of the city must be clean and always remain in a condition that would reflect credit upon San Francisco. He sought the services of a man who would be able to reorganize the Department and carry out this policy and whose experience gave assurance of ability to supervise men. He selected Peter J. Owen as Superintendent of this Department and the wisdom of this selection is borne out by the fact that Owen is Superintendent today and is giving entire satisfaction to the Mayor who has always retained his interest in this Department and its accomplishments.

The Superintendent immediately and completely reorganized the Department by cutting down all unnecessary overhead by numerous methods. He instituted a system whereby the men reported on the job in the morning and from the job in the evening went directly home instead of reporting at the yard twice a day, thereby wasting a vast amount of the City's time as well as their own and transportation money. This was called the honor system. The men have never abused it as it is amply protected by a supervisory system carried on by the Department. Owen's knowledge of human nature and ability to handle men has enabled him to get the best from them as well as loyalty and good will. He has helped many a man on to success following a moment of faltering. While demanding efficiency at all times he is imbued with that kindly spirit to his fellow man which has gained for him and the Department a degree of loyalty and efficiency that spells the highest

PETER J. OWEN
Superintendent, Bureau of Street Cleaning, Board of Public Works

quality of success for the Department.

The Department was not recognized as a Department until 1913, though its duties were of first and utmost importance to our people. The present Superintendent placed the Department definitely on the map and made it of budget consideration. At that time there were 330 miles of streets and the appropriation was $350,000 a year. The equipment consisted of fifty-seven horse-drawn vehicles and 164 employees at $3 per day. Today there are 630 miles of streets and boulevards. Sixteen and one-half miles of boulevards are to be added during the coming fiscal year. The appropriation for this year is only $581,000. The appropriation is comparatively less today than in 1913 as laborers now receive $6 per day. Employees at the present time number 272. The Department is now 75 per cent motorized and it is absolutely essential that it be entirely motorized in order that the growing needs of the City be met. Equipment is badly needed at this time and has been so needed for many years past. If the constant increasing needs of the City are to be given adequate and the necessary attention the annual appropriation for the Department must be substantially increased to permit employment of more men and purchase of additional equipment.

In all of the large cities of this nation street sanitation and cleaning is of major importance and is so dealt with by the various municipalities. Ample money is given these Departments for necessary men and equipment. In San Francisco it seems almost impossible to impress the citizens and officials with the importance of this Department and its needs. The Board of Supervisors should take the Department into serious consideration and provide a fair amount of money yearly for its normal expansion as well as its needs to become on a par proportionately with other cities. Superintendent Owen works unceasingly for ample appropriations and welcomes the assistance of citizens in this direction with the Board of Supervisors as certain districts of our city must suffer from lack of proper service unless the Department has the men and equipment necessary to perform the work. There will be no need for complaints at all when this condition is attained. However, under the existing able supervision of this Department, the organization runs most smoothly, with remarkable results.

An increasing problem confronts the Department due to the increasing number of automobiles parked on the streets day and night. It is difficult to ascertain the best time to perform the work of the Department owing to this condition. In spite of the fact that the ordinances relative to parking are not enforced to the greatest degree the best possible is being done to keep the streets in good condition.

The International Association of Street Sanitation Officials hold annual conventions in the principal cities of the country for the purpose of exchanging ideas and carrying back to their cities the best and ever-advancing methods of street cleaning operations. Practically all of the heads of street cleaning departments attend these conventions and then inspect street cleaning activities in various metropolitan centers, thus carrying home with them valuable knowledge to be placed into practical operation in the home cities. San Francisco has never as yet sent

(Turn to Page 27)

CLEANING STREETS

(Continued from Page 22)

its supervising head to one of these conventions. It would be of the utmost value to our City if such were done, as he would then be placed in a much better position to handle more successfully the many street cleaning problems including that of traffic. While the work is proceeding quite satisfactory under difficulty, yet there is room for improvement from the education that could be derived from attending these conventions occasionally.

One phase of the work which is interesting is that of the downtown streets including Market Street are cleaned and flushed at night. Merchants and pedestrians are greeted each morning with perfectly clean sidewalks and streets. However, automobile parking in violation of ordinance interferes with this activity as well as the daily work.

It may be hard to believe, but altogether true, that there is a spectacular annual event for the public given by this Department. It was originated and is personally supervised by Superintendent Owen at each performance. This is the annual lightning clean-up immediately following the New Year's Eve celebration. Tons upon tons of confetti and trash of all sorts are completely removed from the streets of the business districts in about five hours. This feat of organization is a marvelous one and has gained the admiration of visitors throughout the country who make a study and take interest in street cleaning and sanitation. The men and equipment of the Department are assigned their stations at the yard as a general would place his units awaiting action. At a given time this street-cleaning army starts the grand mop-up and the trucks are soon running to the dumps. The giant flushers finish the job so that by 7 o'clock in the morning Market Street and its comrades are as clean as the breakfast table before it is set. If you have never witnessed this play, attend in 1930, see the old year out and the New Year in, as it is well worth while seeing and will make you acquainted with some of the real work of your Street Cleaning Department.

The Mayor issues an annual proclamation setting aside one week known as "Clean-up Week." The various Improvement Clubs and kindred organizations band together under the supervision of Superintendent Owen and a citywide clean-up is carried on for six days and the results obtained are wonderful in the removal of debris from yards, vacant lots and all lands aside from streets.

Two Important Board of Works Events

Upper picture: Signing the Duboce Avenue Tunnel contract. Left to right (sitting): William J. (Dick) Fitzgerald, Colonel C. E. Stanton, Timothy A. Reardon, Frederick J. Meyer. (Standing): Joseph Callaghan, John B. Gartland, Nelson Eckhart, Mayor James Rolph Jr., John L. McNab, John J. O'Toole, Leonard Youdall.

Lower picture: Signing contract for construction of Hetch Hetchy Dam. Left to right (sitting): M. M. O'Shaughnessy, W. H. Wattis, T. R. Reardon, D. G. Fraser, Thomas F. Boyle. (Standing): J. B. Gartland, R. M. Searls, J. G. Tyler, A. J. Cleary, Ray W. Taylor, Ralph McLaren, W. J. Fitzgerald, Mayor James Rolph, Jr., H. R. Smoot, J. W. Moyles, Dixwell Hewitt, Burl Armstrong, Joy Lichtenstein.

—Photos by Chaffee

"The Great Highway in 1881"

Completing the Great Highway, 1929

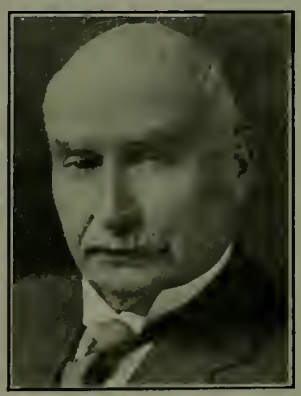
WITH the Great Highway and Ocean Beach Esplanade, costing more than $1,000,000, and financed from the $9,380,000 highway bond issue voted by the people, completed, San Francisco today stands ready to show visitors from all over the world the finest stretch of highway ever constructed.

Completion of the highway was climaxed Sunday, June 9, by a monster celebration. More than 50,000 people massed at the end of Lincoln Way. Music from a band of 1014 musicians filled the air in joyous riot, while thousands of autoists tooted horns to add to the noise of the occasion.

The opening up of the Great Highway marked inauguration of the last link of the Esplanade and the connecting up of the widest stretch of pavement in the United States with Sloat Boulevard, Skyline Boulevard and other heavy traffic arteries.

Mayor Dedicates Highway

The huge roadway was formally dedicated by Mayor James Rolph Jr. He saw in the completion of the great project, he said, only the beginning of a vast program of magnificent municipal improvements for this city. In an address the Mayor predicted a city with its street cars in a great underground boulevard under Market Street, a city connected by enormous bridges with Marin County and the East Bay and with vast sheets of traffic arteries belting all the confines of the city and county.



M. M. O'SHAUGHNESSY
City Engineer
SAN FRANCISCO

In closing his address the Mayor paid glowing tributes to the genius and foresight of City Engineer M. M. O'Shaughnessy and Park Superintendent John McLaren in bringing to fruition one of the most magnificent municipal projects in the United States.

Supervisor Andrew J. Gallagher, chairman of the city's streets committee, presided at the dedication exercises which included a program marked by a marathon race, swimming contests at Fleishhacker Pool, a parade down the Great Highway, in which transportation of American eras was portrayed. Thousands of motorists, bandsmen and Boy Scouts participated.

The massed band of 1014 musicians, representing many of the city's municipal organizations, played under the direction of Supervisor Alfred Roncovieri.

Following an address by City Engineer M. M. O'Shaughnessy in which he gave an interesting recital of the manner in which the work on the Great Highway and the Esplanade was carried on, Bert B. Meek, chief of the State Department of Public Works, pointed out the work the state is doing to help knit the people of all counties together by better highways. The venerable John McLaren, superintendent of Golden Gate Park, accepted the great project for his department.

Miss Lucy Young, beautiful 15-year-old daughter of Governor C. C. Young, cut the ribbon that stretched across the highway for the parade to pass over it. The ribbon-cutting was witnessed by Mayor Rolph, Supervisors Gallagher, Suhr and Ron-

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Supervisor Andrew J. Gallagher, Chairman of the Supervisors' Streets Committee, presiding at the opening of the Great Highway. Supervisor Alfred Roncovieri, also a member of the Committee, standing at the left.

covieri, Superintendent McLaren, President Timothy A. Reardon of the Board of Public Works, and Bert B. Meek. Little Rita du Fossee of the Sunset District held the ribbon.

Highway Features

Outstanding features of the Great Highway include:

A stretch of pavement fronting Golden Gate Park, the widest stretch of pavement for a distance of approximately 3000 feet anywhere in the United States.

A wonderfully constructed Esplanade of enduring concrete which will render for all time the beach safe from the destructive effects of the ocean's activities.

Two roads that stretch like ribbons for a distance of two miles from Lincoln Way to Sloat Boulevard, fifty feet in width, of the highest type of construction, flanked on both sides by ornamental grass plots and seasonal flowers.

An equestrian ramp built into the face of the Esplanade, which allows easy access with safety for the lovers of horses, from Golden Gate to the beach.

An ornamental system of electroliers of the latest modern type, so placed that the maximum of efficiency of lighting effects are obtained.

Traffic signals have been installed so that on peak days the traffic may be handled with safety and efciency.

Underpasses at Fulton Street. Judah Street, Taraval Street and Sloat Boulevard, were designed and constructed to take care of the thousands of people who visit the beaches, and who, thereby, are not forced to cross the highway.

The esthetic side of the picture was taken care of by Superintendent McLaren of Golden Gate Park and shows the genius of this man. He has combined the beautiful effects of grass-covered slopes with ornamental shrubs and flowers.

Equestrian Ramp

The equestrian ramp is a new departure in highway construction. It enables horsemen to ride down the face of the Esplanade to the ocean, and serves as a protection against high tides during the storm periods. The ramp was built directly on the face of the Esplanade and is reached from the main highway. Mayor Rolph pointed out that in no other place in the world has such construction been carried out.

The Market Street Railway Company has constructed at the rear of the Beach Chalet a station where passengers may alight and walk directly through the underpass to the beach.

City Engineer M. M. O'Shaughnessy and his assistant, Clyde E. Healy, prepared the plans for the Great Highway and Ocean Beach Esplanade, which were approved by the Supervisors' streets committee, composed of Supervisors Andrew J. Gallagher, Fred Suhr and Alfred Roncovieri.

KNOWN AT THE HALL

JOHN E. (otherwise known as Jack) Foley, lately promoted to a vice-presidency in the Bank of Italy, was born South o' the Slot some time between the discovery of the old Channel swimmin' hole and the disastrous shake-up of 1906.

In his early childhood Jack displayed considerable mathematical ability. Consequently he was sent to the Jefferson and the Lincoln Grammar Schools. He absorbed more knowledge than his teachers possessed, including everything that "X" is equal to and those fanciful relationships that are assumed to exist between the side of one angle

JOHN E. FOLEY

and the trigonometrical function of some other equally interesting angle. Later he enrolled at Lowell and the Commercial High Schools. He departed those institutions with more honors for a first-class business education than he can remember. Mod-

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esty forbids him to talk of these past events.

For some time Jack was torn between two loves—whether to step out in the business world and show 'em what a real South o' Marketer could do, or to join San Francisco's official family. Jack chose the latter course and signed as a full-fledged deputy sheriff. He succeeded his father, Peter Foley, a prominent old-time politician who served for many years as deputy sheriff and also as treasurer of the Iron Molders' Union.

Jack and his shining office star were conspicuous in the Sheriff's office from 1906 to 1907. It was then he decided his services were needed in the business world. In consequence, he joined the staff of the Universal Electric & Gas Company, as a sales executive. Jack remained in the electric and gas business long enough to find out all about meters, watts, ohms, kindred units, and what have you, and then he took to real estating. He sold so many lots and houses for his employers that he elected to quit the business before all of the realty in San Francisco was sold.

In June, 1926, Mr. Foley joined the Bank of Italy. He worked so fast and so industriously it was impossible for the big bank's chiefs to keep their eyes off him. Just for that, they elevated him to a vice-presidency.

Industry has its own reward!

Fraternally, Mr. Foley is a valued member of the San Francisco Lodge of Elks and of San Francisco Aerie No. 5, Fraternal Order of Eagles. Having been born South o' the Slot, it followed as a matter of course that the South o' Market Boys welcomed Jack with open arms when he applied for membership in that organization.

Mr. Foley is happily married and lives at 1380 Sixteenth avenue. The Foleys have two daughters—Marjorie, a student at the Lowell High School, and Barbara, a student at the Jefferson school.

The City's Street Car System

By FREDERICK BOEKEN

Superintendent, Municipal Street Railway

PROBABLY few people are acquainted with or are interested in the large amount of detail work in connection with the operation of a street railway system, contenting themselves, in their contact with street cars (which in most cases consists of the ride to and from their places of business or employment), in reading the daily papers, enjoying a smoke, discussing the stock market or latest styles in dress, weighing the merits of radios or picture shows, or observing points of interest along the line, paying very little attention to their mode of conveyance as long as the service is regular and nothing out of the ordinary occurs.

For the purpose of these articles the subject will be handled by departments, keeping in line as nearly as possible with standard practice as prescribed by the Interstate Commerce Commission for the operation of street railways, and which has always been followed by the Municipal Railway in its accounting system, and including the following five subjects, which will be dealt with in detail in this series of articles, taking them in the order listed:

1. Way and Structures
2. Equipment
3. Power
4. Conducting Transportation
5. General and Miscellaneous

There are two other subjects included in the I. C. C. Classification, namely, Traffic and Transportation for Investment, but as they enter very little into the affairs of the Municipal Railway, they will not be dealt with.

FREDERICK BOEKEN
Superintendent, Municipal Railway

THIS is the first of a series of five articles by Mr. Boeken which are to deal in detail with the various departments connected with the operation of a street railway system in general and the Municipal Street Railway of San Francisco in particular. This and the subsequent articles by Mr. Boeken are intended to give our readers an idea of the nature of the inner workings of a street railway organization.—The Editor.

The Track Department, which constitutes the major portion of this subject, is in charge of Engineer Frank F. Sheehan, who has been connected with the Engineering Department for fifteen years. He has a force of 100 men, including one general foreman, five sub-foremen, eighty-seven trackmen and two chauffeurs who drive the motor equipment used in this department.

It is his duty to look after the upkeep of eighty-five miles of track with a regular program of repairs, taking care of all emergency work, keeping track and switches clear in stormy weather, renewing special work, paving, etc., keeping right of way in a neat and clean condition, and he is responsible for ordering all stock and supplies used in this department, including rails, special work, switches, ties, bolts, fish-plates, bonding material, etc.

A large supply of material is kept in stock, and the records of this department entail a great deal of clerical and accounting work in the general office.

As practically all of the lines were built under contract, Mr. Sheehan's work at the present time consists mainly in repair and renewal work.

During the first eight or ten years of the operation or life of a street railway, repairs or renewals are usually quite small, the life of the rails being estimated to be from twenty to twenty-five years, according to the amount of traffic on the line, with

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All of the construction work of the Municipal Railway has been of the highest type, using in the paved streets heavy nine-inch girder or grooved rail sixty feet long and weighing from 106 to 141 pounds per yard, and in our private right of way of eleven miles, which includes two tunnels: Twin Peaks 12,000 feet long and the Sunset Tunnel 4,000 feet long, five-inch 60-foot tee rail weighing seventy pounds to the yard.

The average cost of entirely renewing an old crossing is in the neighborhood of $4,545, of which $1,600 is represented by labor.

In the last two years six of these crossings have been renewed with an average life of fifteen years. These crossings are located as follows:

Geary and Fillmore Streets
Bryant and Eleventh Streets
Vallejo and Polk Streets
Geary and Divisadero Streets
Mission and Eleventh Streets
Market and Third Streets

Many features enter into the proper construction and maintenance of a street railway track, and engineers must, to be successful, keep in touch with the latest improved methods of laying, bonding, paving, grade and curve alignment, drainage, etc.

The matter of drainage is quite important, particularly where switches or other special work is involved. Years may be added to the life of a crossing by insuring a dry and solid foundation which helps to withstand the pounding of heavy cars weighing in the neighborhood of twenty-five tons when empty.

Proper bonding of the rails to insure against leakage or loss in electric current, is also an important feature of track-laying.

After the first few years' use the rail joints need a great deal of attention; paving must be dug out to give access to the fish plates and ties so the necessary repairs can be made, which usually consist of tie-tamping, renewing of fish plates, bolts, grinding of face of rail and in renewing of rail bond, which sometimes becomes broken through the pounding of heavy cars, and quite frequently the rail itself splits at the bolt holes, necessitating the putting in of a short section of new rail, usually about ten feet long.

With the exception of the crossing renewals and some curve rail renewals, the Municipal Railway has renewed only four blocks of rails of its original construction, all on Geary Street; two west of Octavia and two west of Lyon Street.

The cost of this renewal work amounted to more than $10,000 per block and included new ties, paving, etc.

Due to the fact that some of the lines are nearly seventeen years old, the cost of maintenance and renewals is rapidly increasing each year. The following is the cost of such work for the last five years:

1925—$115,073.68
1926— 155,497.94
1927— 210,495.40
1928— 180,009.15
1929— 215,000.00 (Estimated)

A recent survey conducted by the Engineering Department indicates that in the next five years $443,461 will have to be expended annually in maintenance and renewal work to keep the Municipal Railway up to the high standard it has always maintained.

The asphalt paving work is done by the Street Repair Department of the Board of Public Works and is paid for by the Municipal Railway.

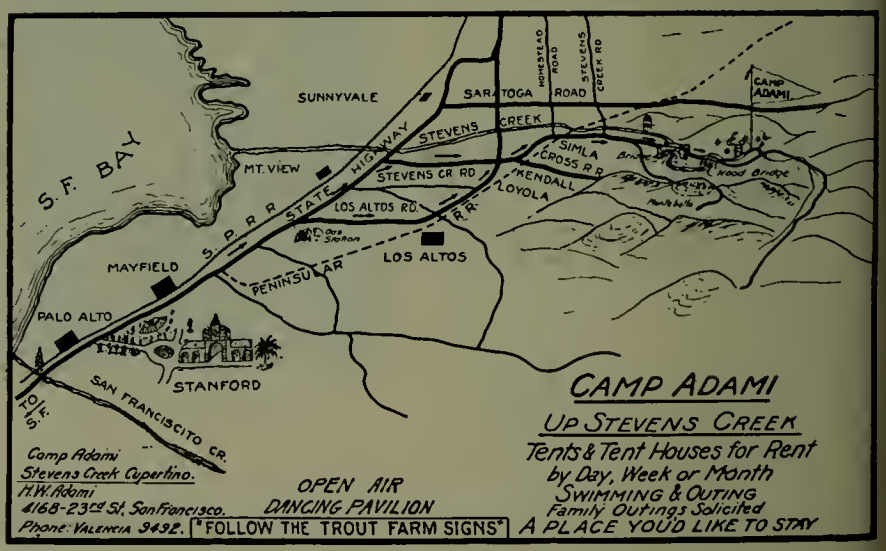
More than $100,000 worth of material and supplies is kept on hand for use in the Track Department, and there is also some $46,000 invested in equipment and tools, including work cars, grinding car, automotive equipment, tower trucks, etc.

The draughting and blue-printing necessary for this work is taken care of by the City Engineer's staff in conjunction with Mr. Sheehan.

In addition, Mr. Sheehan has supervised the original construction of all the lines of the present Municipal Railway.

(The next article will be on "Equipment.")

Camp Adami, an Ideal Spot for Vacationists



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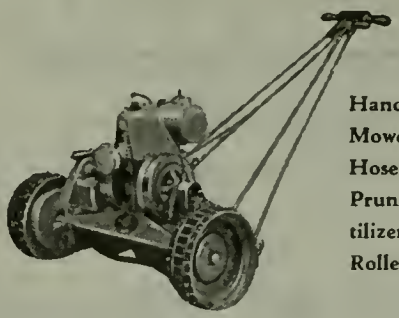

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"Good Bye---Good Luck ZEMANSKY!"

WHEN Registrar of Voters J. Harry Zemansky clears off his desk on the last day of this month, San Francisco officially will bid adieu to a public servant, whose forty-seven years of service have set a mark for loyalty and usefulness.

J. HARRY ZEMANSKY,
Registrar of Voters

Since 1908 Mr. Zemansky has kept constant vigil over San Francisco's ballot boxes. To him belongs, in great measure, the credit for the probity and their increasing security. Mr. Zemansky has proved himself an expert in election law, and will leave the public service only because of the age limit for retirement.

In the twenty-one years that Mr. Zemansky has been in charge of San Francisco's election machinery he has seen the poll list increase from 61,000 in 1908 to 199,000 at the 1928 election.

During the years that Mr. Zemansky has been Registrar of Voters he has performed the duties of that office with great fairness. In parting with him, San Francisco will do so with regret, but will remember him as one of the most efficient officers this city ever has had.

The following friends wish J. Harry Zemansky farewell and God speed after twenty-nine years of faithful service to San Francisco and its citizens:

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Before returning to civilian practice at the close of the war, Dr. Armstrong devoted two years to post graduate study at the University of Vienna, and at the University of London. In London he carefully investigated the methods successfully employed by Great Britain in the Pannell System. This personal investigation ably qualifies Dr. Armstrong to co-operate with those forward-looking employers in San Francisco who are adapting the Pannell System to meet their needs in this city.

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DEPARTMENT OF ELECTRICITY EDITION

The Municipal Employee

SERVICE ~ EFFICIENCY ~ CO-OPERATION

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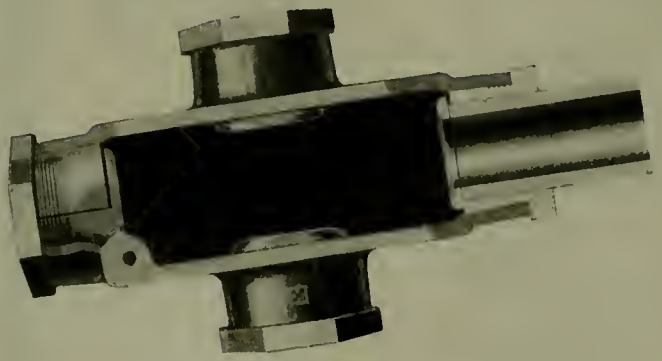

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EDITORIAL PAGE

The Department of Electricity

THIS edition of THE MUNICIPAL EMPLOYEE is dedicated to San Francisco's Department of Electricity, its chief and his corps of efficient and loyal subordinates.

Except for building contractors and electricians, comparatively little was known of the Department of Electricity until Ralph W. Wiley assumed charge as chief. Today the department is on the map and to stay.

It is not easy to get material personally concerning Chief Wiley. He does not court publicity and if he had his own way any outline of his work would be confined to the tersest paragraphs, with a total elimination of adjectives. He does big things in the quietest, simplest manner and his success has not robbed him in any wise of the personal charm that, to strangers and intimates alike, is a predominating characteristic.

Mr. Wiley became chief of the Department of Electricity in May, 1920. Since then he has brought each associated department to a standard of highest efficiency. His electrical inspection department stands second to none in the United States. And this because meetings frequently are held at which Mr. Wiley, the Chief Inspector, and the other inspectors, attend. Matters pertaining to the better protection of the public, including fire and life hazards, freely are discussed.

The police telephone and fire signal systems, maintained by the Department of Electricity, without exception, are unequaled in the nation. The public, generally, does not realize that this particular department of the Department of Electricity is the backbone of the Police and Fire Departments. The fire alarm station in Jefferson Square is the pulse of this great city. There one may find at any hour of the day or night a group of trained men constantly on the qui vive for the first tap of the gong.

The pictures in this edition of THE MUNICIPAL EMPLOYE were taken exclusively for this magazine and were made possible through the hearty coöperation of Chief Wiley and his efficient assistant, Gordon C. Osborne.

This Is Our Birthday

WITH this issue of THE MUNICIPAL EMPLOYEE we start into the third year of successful and, we hope, a helpful existence.

In our initial editorial declaration, two years ago, this magazine said:

"THE MUNICIPAL EMPLOYEE has no politics and is not interested in the personal ambitions of anyone. It is interested in anything that makes for the good of the city at large and it is vitally interested in the needs and in the life of those who form the army of 10,000 or more employees."

To those principles we have adhered. By doing so we have gained and retained the confidence of our readers.

Our slogan: "Service, Efficiency, Coöperation," has been our guidance. It will so continue.

In the two years of this magazine's life there has been a magnificent growth in San Francisco's importance and physical properties. We have grown with them and we plan to keep pace with the City whose employees are those to whom our columns are devoted.

The best minds in municipal affairs contribute to THE MUNICIPAL EMPLOYEE. Our editorial department is reaching out to gain in the number of those contributors.

At all times this magazine has been constructive in its policies.

We are not only for San Francisco's army of loyal municipal employees—

WE ARE FOR SAN FRANCISCO!

* * *

San Francisco Harbor Day

IMMENSELY important to San Francisco was Mayor Rolph's proclamation naming August 22 as Harbor Day. The day is to be set aside for the citizens of this city and county to promote unity of purpose among all public agencies, shipping, export and domestic trade interests concerned in the future welfare of San Francisco. Harbor Day should be a memorial event for San Francisco.

* * *

Nothing can stop a man who has set before him a definite plan and is determined to see it through.

Ralph Wilson Wiley

ENTERPRISES commanding widespread attention are familiar in the history of San Francisco, which offers many shining examples of success in both public and private undertakings. One of the most noteworthy of the former class in the City's Department of Electricity, which, by the nature of its organization, is a business of the people, for the people and by the people. And of and for the people is its Chief Electrician, Ralph W. Wiley.

Let it be recorded that, in scientific circles, San Francisco's Chief of the Department of Electricity is recognized as one of the ablest electricians in the United States. A young man, he keeps in touch with the trend of modern scientific events and particularly those of benefit to this city. An inventor of note, he has added to the electric systems in use in San Francisco, numerous refinements of inestimable profit to the city. The new pedestrian signals, installed at the curb line at each pedestrian lane at all intersections on Market Street, were designed by him. They are the first installation of their kind in any city in the United States; in fact, in the world.

RALPH W. WILEY was born in Monmouth, Illinois, where he attended the public schools. In 1898 the family removed to Pasadena, California, where Mr. Wiley continued to attend the public schools. In February 1900, the family came to San Francisco, after which Mr. Wiley attended the Hamilton Grammar and the Lowell High Schools.

In December, 1904, Mr. Wiley went to work for the Pacific Telephone and Telegraph Company, where he displayed his electrical genius. In 1908 he became associated with the Direct Line Telephone Company, as superintendent.

On June 19, 1912, Mr. Wiley entered the City's employ as an underground engineer in the Department of Electricity. He remained there until April 1, 1917, when he was promoted to assistant chief. He was employed in that capacity until May 27, 1920, when, because of his unusual electrical ability—which included a keen, inventive mind—he was appointed Chief of the Department.

One of the outstanding features in the career of Mr. Wiley is the fact that his schooling ended with High School days. He became a wage-earner while still in his teens, and his subsequent career has given evidence once more of the truth—which numerous persons seek to minimize or even to deny—that education is none the less education because a man gets it by his own unaided efforts, and that the mental training gained in this strenuous way may be of a more solid kind than that attested by a diploma. This theory more than holds good in the case of Chief Wiley, who has created for himself an enviable position in the professional world, and has accomplished a great amount of constructive and serious work that evidences the soundness of his mentalities to a marked degree.

THERE is nothing polemic in the mental attitude of Ralph Wiley. While his voice is low and well-modulated, one gets the impression immediately that he is a man of few words. Chief Wiley owes his present position to the fact that he kept his main object always in view, is an indefatigable worker and is possessed of almost uncanny vision and foresight which, together with rare, sound judgment, has gained for him a unique place in the electrical profession.

Politically, Chief Wiley is a Republican. His religious connection is with the Presbyterian church. He is a member of Parnassus Lodge No. 388, F. & A. M., California Bodies of Scottish Rite, Islam Temple, A.A.O.N.M.S., and holds membership also in the Olympic Club, the 12—10 Club, and the San Francisco Electrical Development League. He is a member and past president of the International Association of Municipal Electricians.

RALPH W. WILEY
Chief of the Department of Electricity

A portion of the Inspectors' Office, Department of Electricity, in the City Hall. Chief Inspector Samuel C. Curtis standing at the counter.

San Francisco's Department of Electricity

By Ralph W. Wiley, *Chief*

THE Department of Electricity was created by the charter January 8, 1900, and is charged with the following:

1. The electrical inspection of old and new buildings and the supervision of overhead electrical construction;
2. The collection of fees for electrical inspection;
3. The operation, maintenance and extension of the fire alarm, police and traffic signal systems of the city;
4. The manufacture of such equipment as is necessary properly to maintain and extend the fire alarm, police and traffic signal systems; and is under the control of a Joint Board composed of the members of the Fire and Police Commissions.

The Department Has Grown

The department in 1900 was located in Brenham Place opposite Portsmouth Square, and housed the Inspection Bureau, Fire Alarm and Police Signal systems. The personnel consisted of approximately twenty-two employees, and on their shoulders rested the burden of the activities of the department. Since 1900 the activities and growth of the department have kept pace with the general growth of the city; that is, as against the handful of men employed in 1900, we have a personnel at the present time of approximately 100 employees, and, during the fiscal year ending June 30, 1929, expended in the neighborhood of $315,000.

The department is in charge of everything electrical for both the Police and the Fire Departments, and it is readily seen, were it not for the efficiency of the Department of Electricity, the Fire and the Police Departments, representing an annual cost of approximately $7,000,000 could not function with any degree of efficiency.

Department Activities

The scope of the activities of the department have increased to a very large extent over the requirements of 1900. The department installs and maintains all fire alarm boxes, police telephone signal boxes, automatic synchronized traffic signal timer, traffic signals and pedestrian signals, and operates and maintains the Central Fire Alarm station; also installs and maintains the teletype system in use in the Police Department.

This large scope of activities necessarily calls for a fair sized up-to-date machine shop and the services of the highest skilled instrument makers and machinists that it is possible to obtain. The personnel consists of a foreman and sixteen men.

Fire Alarm Efficiency

In this connection permit me to say due to cable failures or equipment failure, in connection with the telephone or power service, the subscribers or consumers are inconvenienced, and in many cases there is a large loss of revenue, but in fire alarm service 100 per cent efficiency must be maintained, as the failure of the signal system to give notice of the location of fires would be disastrous in the extreme.

In the case of a fire any citizen seeing a red fire box has the right to be assured that, after he has pulled the hook, the alarm will be sent in and the fire apparatus will arrive at the scene of the fire with a minimum loss of time.

IN the early days of the Department of Electricity there were only 248 call boxes. Today there are more than 1000 in the same area. In those days the fire whistle used to blow, giving the box number of every fire, a relic of the old volunteer fire department days. Today the whistles are silent, because there is a double platoon fire department. Much of the credit for this is due Mayor James Rolph, Jr., and also much praise is due him for his humanitarian innovations that have worked so well in benefiting those who make their livelihood in the employ of the municipality.—Frank A. Biedermann.

On the other hand, in connection with crime prevention and crime detection, the police telephone signal system must be 100 per cent efficient.

Inspection Bureau

The executive office and the electrical inspection bureau are located on the second floor of the City Hall. The personnel of the inspection bureau consists of chief inspector, nineteen inspectors of inside construction, one inspector of overhead construction, and four clerks. This bureau is charged with the responsibility of inspecting all electrical work within the City and County of San Francisco from small installations in bungalows to large industrial and thirty-story office buildings. The various types of electrical equipment the inspectors are called upon to inspect enables them to gain a diversity of experience.

The plant department is located in Golden Gate Avenue between Hyde and Leavenworth Streets, with the garage and storeroom on the ground floor, and the machine shop located on the second floor of a two-story brick building. A good-sized yard back of the building accommodates cable reels and overhead construction material.

Fire Alarm Systems

The fire alarm system in 1900 consisted of a few signal circuits which were connected to the station by open wire overhead construction, a more or less antiquated switchboard and a room filled with a few hundred cells of wet battery, which were transformed into a mass of broken jars at the first shake of the earthquake in 1906, leaving the entire city without fire alarm service.

The fire alarm system in service today is one of the most efficient and up-to-date systems in the United States, and is what is known as the "manual" system, and, due to the fact that the fire alarm boxes have a speed of between five and six blows a second and the alarms are "struck out" to the engine houses at the rate of between two and three blows a second, it is one of the fastest, if not the fastest fire alarm signalling system in any city in the United States. The average box requires only twenty-three seconds from the time a citizen pulls in an alarm from a box before the apparatus has started to "roll" to the scene of the fire.

The Central Fire Alarm station in Jefferson Square has a minimum distance of 300 feet to the nearest line of buildings, and, should the city be unfortunate enough to experience another fire such as in 1906, the entire area surrounding the station could be destroyed without affecting the station. The equipment was manufactured and installed by the Department of Electricity and the station was placed in service February 5, 1915. The station is of reinforced concrete construction, having no openings on three sides, and is a low structure designed with such a margin of safety as to withstand the most severe earthquake. The storage batteries occupy a room on the ground floor and the room is so designed that a severe shake would have little or no effect on the batteries.

At the top is the duplicate set of Teletype transmitters, located in the Detective Bureau at the Hall of Justice. The bottom picture shows the police telephone signal board, left—and at right, the Teletype receiver furnished by the Sierra Equipment Corporation, San Francisco. This mechanism has just been installed at the new Taraval Police Station. Station Keeper Edward Gough at the 'phone.

Views of the City's new traffic signals, designed by Chief Ralph W. Wiley of the Department of Electricity. Upper left: One of the pedestrian signals. Upper right: Combination pedestrian, traffic signal and street sign. Lower left: Another view of the pedestrian signal. Lower right: A close-up of the pedestrian "Stop" and "Go" signal.

In addition to the five outside sources of current supply serving the station, it is equipped with an engine generator of sufficient capacity to carry the entire load of the building indefinitely. The eighty-two fire alarm circuits leave the station through underground cables, which radiate in all directions and would be unaffected in a general conflagration.

Police Signal Systems

The Police Department is equipped with three separate signal systems; one, which consists of a private branch telephone exchange, located in the Hall of Justice, with a local to each district station and the various branches of the department. This system was installed and is maintained by the Pacific Telephone and Telegraph Company.

Approximately a year ago this department installed a teletype system, consisting of a duplicate transmitter located in the office of the Detective Bureau, and thirteen receivers located in the various police district stations. This system has greatly increased the efficiency of the Police Department in that messages pertaining to reports of all descriptions are sent out simultaneously from the Detective Bureau to all stations, requiring only the length of time necessary to type the message the same as on an ordinary typewriter. Under the old system, in the case of a stolen car being reported, the Detective Bureau would have to call each station separately by telephone, giving the license number and description of the car, which would take from one-half to three-quarters of an hour in time, to say nothing of the chances of mistakes being made due to the human element.

System Unique in San Francisco

The teletype installation is unique in San Francisco in that several stations are connected on one circuit, whereas most other installations are made by utilizing a separate pair of wires from the transmitter to each receiving station. This complicated the installation to a very large degree and necessitated a very fine degree of balancing of the various circuits to permit the proper amount of operating current at each station.

As stated above, the circuits consist of two wires, one control and one sending wire. When it is desired to send a message the operator at the transmitter throws a switch which actuates a relay at each receiving set. The operating current of this relay is 60 milliamperes. The local contact of the relay starts a motor generator set at each receiving set which supplies direct current for the operation of the magnets and synchronized motor. The motor is synchronized by means of a tuning-fork which is pitched at the same rate of vibration as the tuning-fork used on the transmitter motor. The sending wire is operated on 55 milliamperes.

The numerals, all letters in the alphabet, the return of the carriage and the spacing are operated on this one sending wire by means of a combination of five impulses. The mechanical features

One of the first traffic signals installed in San Francisco

of these instruments are so well made that they require a minimum amount of maintenance.

District Station Equipment

Each district station is equipped with a telephone signal board which is manufactured by the Department of Electricity and to which is connected police telephone signal boxes throughout the district. The boxes consist of a movement actuated by a self-winding spring which, when pulled by an officer, registers on the tape and gives an audible signal at the board of the number of the box, the location of which is charted in the station. The station officer then depresses a key and is put in telephonic communication with the officer at the box. The telephone circuit of the board is what is known as a common battery system, which is supplied by a local storage battery at each station, and which is automatically

One of the first traffic signals installed in San Francisco

charged by a trickle charger. The telephone circuit in the box is connected up utilizing the well known common battery circuit, which consists of an induction coil and a two micro-farad condenser and a Kellogg grab-a-phone set. The officer when reporting in must, first, turn in the box, which designates his location, before he can communicate with the station officer. There are thirteen district stations equipped with these telephone signalling boards, which are all standardized, and, in case of burn-out or other unforeseen emergency, a spare board, which is always

IN THE CENTRAL FIRE ALARM STATION

At the upper left Chief Ralph W. Wiley (right) and Chief Operator Chester A. Balliette are examining the record of a few fire alarm calls. The upper right is another view of the Box Signal panel. Left, at the bottom, is a view of the back of the Traffic Timer board, showing the wiring and the power transmitting shafts, and at the right the automatic electric Telechrome switch panel, with variable speed drive motors.

kept in stock, can be dispatched to the station in which the trouble has arisen, and the new board installed within thirty minutes.

Traffic Control Problems in San Francisco

On May 31, 1922, the Department of Electricity installed the first set of electrically operated mechanical traffic signals (which were manufactured in the department's shop) at the intersection of Montgomery, New Montgomery, Post and Market Streets. The department continued to manufacture and install these signals at various intersections throughout the city out of money appropriated to this department. It was not until the fiscal year 1925-26 that an appropriation was provided by the Board of Supervisors to carry on this work.

In the fiscal year 1928-29 the Board of Supervisors appropriated approximately $78,000 for use of this department to manufacture a traffic signal timer, install new cable and reconstruct Market Street from the Ferry to Van Ness Avenue with new traffic signals and pedestrian signals.

In July, 1926, a small temporary synchronized timer, having a capacity of four circuits for the downtown district and a two-circuit timer for the outlying districts, was installed in the Central Fire Alarm station and the circuits were carried through spare wires in existing fire alarm signal cables. These two temporary timers have been operating continuously for three years handling approximately eighty intersections throughout the city without a failure or breakdown, but, due to the fact that the entire downtown district has been operating on two circuits, all intersections north of Market Street and the intersections south of Market Street on one circuit and Market Street being on the other circuit, it is obvious that

no flexibility or scientific progressive timing could be accomplished.

The department has just completed the manufacture and installation of a new automatic synchronous traffic signal timer, having a capacity of 104 circuits and located in the Central Fire Alarm station. This board is separated into two distinct timers, the No. 1 board having a capacity of forty circuits and designed to control the outlying intersections; the No. 2 board having a capacity of sixty-four circuits and designed to control the intersections in the downtown district. These two timers are operated by two one-half horsepower 2-phase wound-rotor 220-volt A. C. motors which are connected up to 900 to 1 and 1200 to 1 gear reductions. These motors and reduction boxes are located in the basement and the shafts on the timers are driven by means of vertical shafts extending through the floor of the main office. To these vertical shafts a 1 to 1 set of beveled gears transmit the power to eight sets of horizontal shafts on the back of the timers.

Another set of beveled gears rotate short stubs which extend through the front of the board. The contactor heads are designed with three two-contact plugs which are inserted in three corresponding jacks in the board. This type of design permits of flexibility, replacing of signal heads by pulling one head out and inserting a new head in case of necessity, due to dirty contacts or any necessary adjustment of the mechanism. The head is so designed as to allow a maximum of flexibility.

The ratio of time from one street to another can be readily changed from 30 to 70 per cent of the cycle and both clearance intervals can be readily changed from one to twelve seconds. This extreme flexibility, which is not to be found in any other timer in use in the United States, permits the changing of ratio of time from one street to another at various times throughout the day as the traffic load demands, by the operators at the timer without attention by police officers at the individual intersections, due to the peak load of traffic on Market Street and other east and west streets, which, owing to the topography of the city, are compelled to carry heavy loads of traffic in the morning and evening hours, the signals are to be opened at 7 a.m., with a ratio of 60 per cent on the east and west streets and 40 per cent on the north and south streets. This setting will continue until 9 a.m., at which time the setting will be changed to 55 per cent for east and west streets and 45 per cent for north and south streets in some cases, while other intersections will be changed to 50 per cent both directions. This setting will continue, with the exception of Saturdays and holidays, until 4:45 p.m., at which time the signal heads are changed to 60 per cent east and west and 40 per cent north and south. After the peak loads, between 7 p.m. and 12 midnight, there is little or no crosstown traffic, especially on Market Street, and the timer heads at that time are changed to 70 per cent on Market Street, leaving only 30 per cent of the cycle time for the cross streets.

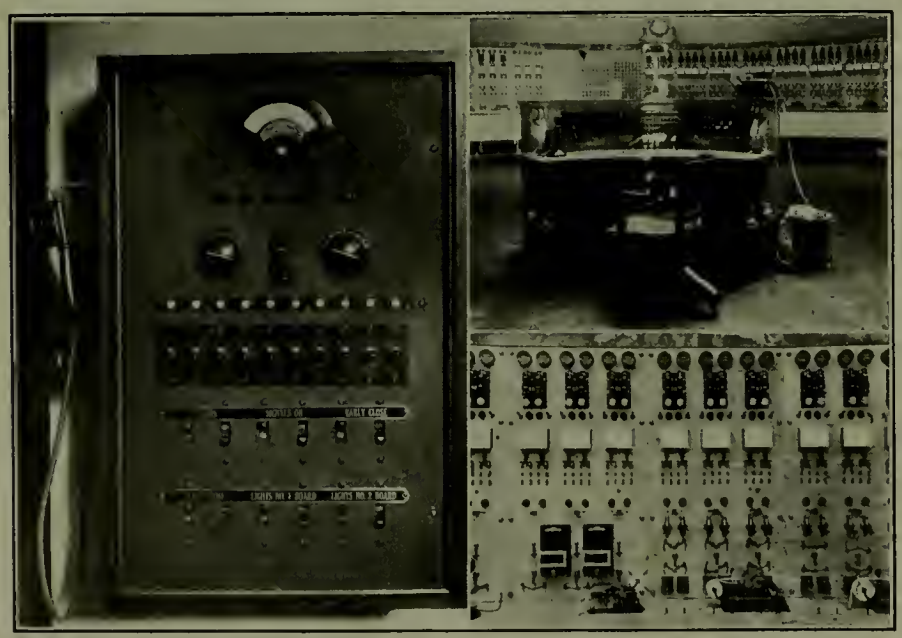
Editor's Note—The new timer just installed in the Central Fire Alarm Station has been pronounced by Eastern traffic experts, on visits to San Francisco, as the most complete traffic control board of its kind in the world. Chief Wiley designed the board.

He also invented the "Stop" and "Go" traffic signals used in this city before installation of his new designs, now installed throughout the City's traffic lanes. Combination traffic and pedestrian signals have been installed as thousands of San Franciscans witnessed the transformation of wide traffic areas into compact safety zones. These range from Market Street and the Embarcadero to Van Ness Avenue. The new traffic signals, in a plan worked out by Chief Wiley, automatically will be controlled from the Central Fire Alarm Station.

Electric Time Switches

The two timers operate approximately 95 per cent automatic by means of six telechrome electric time switches. The first of these switches starts the motors at 6:50 a.m., the second switch is set for 7 a.m., and energizes solenoids on the back of the boards which operate "gang bars." The operation of these bars mechanically throws out the figures on the timer heads which close the necessary contact and operates the signals. The third and fourth switches are connected to other solenoids which, when operated, automatically cause an impulse to be sent out at the proper part of the cycle, which energizes the shutter solenoids in the signals and the signals are automatically closed for the night. Between these two time switches and the solenoids is placed a small cross connecting rack. By means of this rack it is possible to connect any desired circuit to either the earlier-closing switch, which closes certain signals down at 6:15 p.m., or the late-closing switch which closes the remainder of the signals at 12 midnight. The fifth is a four-operation switch which turns on the lights when necessary in the winter time at 7 a.m. in the morning and off at 8:30 or 9 a.m., depending upon the length of the days; and again turns the lights on in the evening, also depending upon the length of the days, and off again at 12 midnight. The sixth switch has been rebuilt and redesigned by this department to operate signals which are connected to variable contacts of the twenty-four hour period.

The object of these signals is to notify the operators at the time it is neces-



At the left is shown the Traffic Signal Timer, manual control, and telephone panel, with Kellogg Keys and Grab-a-Phone. The picture at the upper right shows the "Central" desk and master key at the Central Fire Alarm Station. At the bottom, right, is a view of the Box Signal "Hospital" panels.

sary to change the ratio on the timer heads due to the change in the traffic loads as explained above.

Can Be Operated Manually

In addition to the automatic time switches there is a small auxiliary board equipped with toggle switches which permits all the features of the timer which are normally operated automatically to be operated manually. This panel is also equipped with a ten-circuit telephone board with the necessary key and voltmeter testing circuit which permits telephonic communication from any traffic signal control box, one of which is located at each intersection, to the central office. The advantage of this system allows the traffic observer to keep in constant touch with the central station in case it is necessary to change the timing due to emergencies or other unforeseen reasons.

The department has installed three new underground cables with a total capacity of 450 wires to carry the necessary circuits to permit the largest degree of flexibility. Each intersection on Market Street, as well as the first two intersections both north and south of Market Street, is to be controlled by an individual circuit. The cables are made up of three wraps saturated paper No. 20 gauge conductor with an operating current to the individual intersection of 150 milliamperes. At each intersection there is a control box which contains the power company's meter, 5 A. C. relays, and the necessary switches which will permit an officer to take the signals off the automatic control and operate them manually in case of emergencies, or the passing of fire apparatus.

Signals.

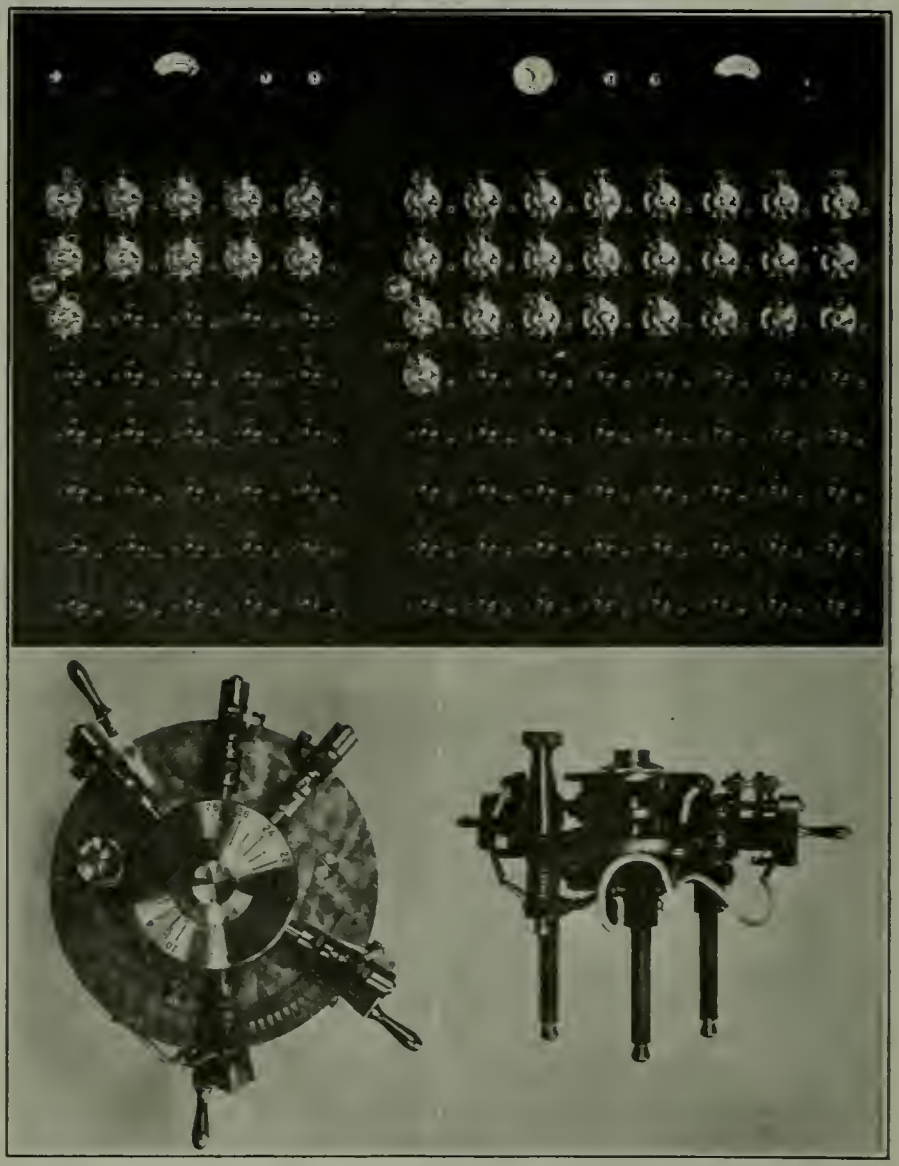
The signals, a photograph of which is shown on this page, consist of two cylinders, one carrying the signs "Stop" and "Go," and the other carrying the shutters. The cylinder is operated by a 120-volt A. C. solenoid and the current in this solenoid is cut off at the top of the stroke by means of a switch fastened to the cylinder. The cylinder is oscillated back and forth 45° to alternately display the signs "Stop" and "Go." The signals are closed by means of a small 120-volt A. C. solenoid, operating current 240 milliamperes, which when actuated ties the shutter cylinder with the signal cylinder and closes the signal. The first operation of the signal, when opening in the morning, carries the shutter cylinder back to the open position, where it stays located until closed that night. The solenoid is energized for only one-tenth of a second. An intersection operating from 7 a.m. to 6:15 p.m., in the summer months when the lights are not used, and the current consumed for the operation of the mechanical signal only, the total power consumed for thirty days is one kilowatt hour, or the cost to the city of three cents per intersection per month. At the intersections that operate from 7 a.m. until 12 midnight, utilizing lights at night, the average cost is approximately $1.30 per month per intersection.

Pedestrian Signals

Market Street is unique in traffic and pedestrian control in that as the majority of the intersections are the intersection of five streets, and there are no two of these intersections that are uniform or identical.

From a traffic control standpoint, these intersections have to be treated in reality as two intersections combined in one, with the result that, in most cases, the pedestrian lanes are not in close proximity to a traffic signal, and where they are the traffic signal displays a misleading signal to the pedestrian. Also, due to the fact that the vehicular traffic from two right-angle intersections on the north side of Market Street move at the same time, and owing to the extreme width of Market Street with its four street car lines which, during the peak loads, carry approximately 70 per cent of the people entering the downtown congested district, it is absolutely essential that a separate set of different designs from the vehicular traffic signal be installed to safely guide the pedestrian traffic.

These pedestrian signals, a photograph of which appears elsewhere in this issue, were designed and manufactured in the department's shop, and are at the present time being installed at each pedestrian lane on Market Street



The upper picture is a view of the partially completed new automatic, synchronized traffic signal timer. It has a capacity of 104 circuits. Lower left: Close up front view of traffic signal timer head, and at the right a side view of the traffic signal timer head.

from the Ferry to Van Ness Avenue. This installation required the manufacture of approximately 180 signals.

The type of lenses used and the design of these signals are such as to give an approximate spread of only 12°, and, with this narrow angle of spread, the reflected light from these signals is entirely confined to the width of the pedestrian lane.

The signal consists of a cast-iron housing equipped with two green lenses displaying the word "Go" and two red lenses displaying the word "Stop." These lenses are illuminated by means of a 50-watt lamp for each "Stop" and "Go" signal, and shows in two directions.

These signals are so synchronized and coordinated with the traffic signals that they will give to the pedestrian the assurance and safety when crossing an intersection that it is impossible to obtain by the use of vehicular traffic signals only.

Intersection Islands

The extreme width of several of the intersections on the north side of Market Street, such as Drumm and California, Battery and Bush, Post and Montgomery, Geary and Kearny, and Eighth and Market, made it necessary to raise islands in the center of these intersections for the safety of the pedestrian.

At some of the foregoing intersections, before the islands were constructed, a pedestrian, after stepping off the curb, had to traverse a distance in some cases of 200 feet through "No Man's Land" and was more or less at the mercy of vehicular traffic.

With the present set-up these extremely wide intersections, as far as the pedestrian is concerned, have been cut down to the width of a normal street.

These signals are so timed that a pedestrian having stepped off the curb immediately prior to the signal changing to "Stop" will have a reasonable length of time to reach the curb at the far side of the intersection before the vehicular traffic is resumed.

This will be the first installation of its kind in any city in the United States, as well as in the world, so the writer has been informed.

The Plant Department of the Department of Electricity

By GORDON C. OSBORNE

THE Plant Department is the construction branch of the Department of Electricity. Its work consists of the installation and maintenance of the Fire Alarm, the Police Telephone Signal and the Traffic Signal systems.

The Fire Alarm system, the most important branch of this department, has grown from a very small system to one of the largest and most modern in the country.

When I first entered the Department of Electricity in February, 1908, there were fifteen fire-box circuits, 600 fire alarm boxes, five tapper circuits and five alarm circuits, which were considered sufficient to protect the City at that time. In comparison with our present day equipment, it was necessary then for the lineman on trouble detail at the Fire Alarm office, to walk four blocks to the stable to get a horse and buggy with which to get to the location of the trouble. This necessitated a delay of from fifteen to twenty minutes and is a serious matter when a fire alarm line is broken. At the present time we have a machine used for night trouble exclusively in readiness in the garage at the Fire Alarm office, consequently it takes but a few minutes

GORDON C. OSBORNE
Assistant Chief Electrician
Department of Electricity

One of the speedy White trucks used by the Department of Electricity in construction work

One of the massive Kleiber trucks used by the Underground Department of the Department of Electricity. Paul Kleiber, truck manufacturer, is seen resting his arm on a truck fender. Standing next is Charles Hardy, foreman, and his crew of Underground workers.

for the lineman to get to the location and make the necessary repairs. This is a most important factor in fire alarm work.

Fire Alarm Boxes

We have at the present time, 1185 fire alarm boxes which are connected with fifty-four circuits. These circuits are being changed from overhead circuits to underground circuits as fast as possible. It is most important that these fire alarm boxes are at all times in perfect order. They are each tested once a month. There are eleven tapper circuits and the same number of alarm circuits, which connect the Fire Alarm office with the various fire houses. These tapper and alarm circuits and also the fire alarm box circuits are always under constant supervision as to open lines, grounds, crosses and other trouble that would interfere with the proper operation of the same. These fire houses are being rewired and modern A-C bells are being installed to replace the old style battery type which had to be renewed every year or two at much expense. The signal boards in the engine houses have also been rewired and we are changing the local circuits from the series system to the multiple system. In the old series system if the local circuit opened all the bells in the house were out of order, which often happened in the old horse-drawn days, when a horse would not be released by the let-goes and pulled the whole apparatus off the stall. With the multiple system now in use, this would be impossible, as part of the circuit could be open and the remainder of the bells on the circuit would operate.

Trunk Cables

We have trunk cables running from the Fire Alarm office to the county line and also to all parts of the City. From these main cables are lateral cables which connect with the fire alarm boxes and engine houses. The type of cable which this department uses is somewhat different from other fire alarm cables as we use a No. 18 gauge triple wrapped saturated paper insulation which makes a much smaller cable to handle than the old style rubber No. 14 gauge which is used in most fire alarm cables in other cities.

Not many years ago we had very little underground cable in service; in fact there was only one small trunk cable going down Market Street from the Fire Alarm office, 55 Fulton Street. We now have all the downtown district from the Embarcadero to Van Ness Avenue and also many other parts of the City with complete underground circuits. This department has installed many miles of underground cable in the downtown district in the last year, which was necessary for the installation of the new Traffic Signal system. At the present time we are installing the new type traffic and pedestrian signals on Market Street from Spear Street to Van Ness Avenue, which is the invention of Ralph W. Wiley, Chief of this department.

Police Telephone System

This department also installed and maintains a complete telephone system in each of the thirteen Police Stations. This system is a combination telegraph and telephone circuit, operating on a 48-volt storage battery with the latest type Kellogg switchboard equipment—which equipment we have standardized both on the switchboards and in the patrol boxes on the street. There is also on these boards a complete wire chief test set with a volt meter and keys for locating any trouble that may occur on these circuits. There is a vast difference from the old type police telephones and boards of years ago, when the patrolman using the street box had to shout in an endeavor to make the Sergeant understand what he was saying. With our new type one can speak in a whisper and be distinctly understood.

319 Patrol Boxes

We now have 319 of these patrol boxes in service at the various Police Stations. The Central Police Station has six telephone circuits and the other stations have two to three circuits each.

This department also recently installed and maintains a complete teletype system from the Hall of Justice to each of the thirteen Police Stations. This, with the telephone system, is the

most modern and up-to-date equipment in the country.

In our overhead line construction we have attained a high standard which is on a par with any of the public service corporations in this City. All of our overhead lines are built with No. 12 triple braid hard drawn copper wire which has proven very satisfactory in this climate. We have very little trouble with open lines or grounds. This type of construction is in accordance with General Order No. 64-A of the State. Before we adopted this type of construction every winter it was necessary many, many times to call out every available lineman to help restore the service, which often meant working all night long as many parts of the City were left without fire alarm protection.

At that time there were many poles that had been standing for years and were rotten at the butt. Consequently in a heavy wind they blew over, carrying all the lines with them. Since the adoption of the joint poles by the public service corporations this department has transferred its equipment to these new poles, which makes a very satisfactory arrangement. Now an open line is something we very seldom have.

The department keeps pace with the city's growth. Where we used to get an order occasionally to install a fire alarm box we now receive from fifty to 100 at one time. Where we previously used 200 cross-arms in a year we are now using 1500. The same applies to wire and to other equipment. Where we formerly used 500 pounds of line wire we are now using six and one-half tons, which is equal to sixty-five miles of lines.

In the line and underground construction four trucks are being used. One, a 2½-ton White truck, recently purchased, is equipped with the latest apparatus for installing the underground cables. We also have a number of automobiles which are used by the wireman and troublemen. With the equipment on our White truck we are able to pull in about 3000 feet of cable a day, which is some contrast with the old gas engine and winch which we formerly had to use.

The personnel of the Plant department consists of the following: Superintendent of plant; two line foremen; fourteen linemen; one foreman laborer; eight laborers; one cable splicer; one store keeper; one battery man; two wiremen; one messenger; one repairer.

Inspection Bureau, Department of Electricity

By SAMUEL C. CURTIS

THE Inspection Bureau of the Department of Electricity under Chief Ralph W. Wiley is one of the subdivisions of the Department of Electricity. It has the enforcement and inspections of all electrical power, heat, lighting, wiring, appliances, electric signs, and electric fixture installation in or on all buildings in the City and County of San Francisco and the enforcing of Electrical Ordinances Nos. 5192, 5230, 5231, 1009, 5268 and 5785, New Series, of the City and County of San Francisco, pertaining to same; also the enforcement of the Electrical Safety Orders of the Industrial Accident Commission of the State of California in or on all commercial buildings and industrial buildings where rules and requirements guard employees against electrical accidents, life hazards and electrically caused fires.

This bureau and its inspectors also enforce the requirements of the National Electrical Code of the Board of National Fire Underwriters in regard to its approved methods of electrical installations, wiring, appliances, and materials that go into a building in this city and county. This branch of the Department of Electricity is located in Room No. 205 on the second floor, City Hall.

Bureau's Former Location

This bureau originally was located before the fire and earthquake of 1906 in the basement of the Old Hall of Records Building in the City Hall, which was located at McAllister and Hyde Streets. The force consisted of one Chief Inspector and three District Inspectors. Immediately after the fire and earthquake, the office in the basement of the Hall of Records, being destroyed, a temporary Fire Alarm and Inspection Bureau office was established in an old two-flat building on the east side of Steiner Street near Pine Street, under Chief Hewitt, who was Chief of the Department of Electricity at that time.

SAMUEL C. CURTIS
Chief Inspector
Department of Electricity

Electrical inspections were made and fire alarms were sent out of that office of the Department of Electricity until a temporary two-story brick building was built on the south side of Fulton Street on city property where our new City Hall now stands. This building housed the Chief's office, the Inspection Bureau, Fire Alarm office, and the shops. This building was torn down to make room for the present City Hall, and while this was being done, the Chief's office and the Inspection Bureau were moved into the Whitcomb Hotel Building on Market Street, which was used as a temporary hall for San Francisio until the new City Hall was completed.

Force Has Increased

The force of this bureau has increased from one Chief Inspector and three District Inspectors and two clerks to the present force consisting of one Chief Inspector, one Office Inspector, eighteen District Inspectors, one Electrical Overhead Line Inspector, one cashier and two clerks.

The inspection applications filed, inspections made and fees received by this Bureau have increased from 1907 to 1929 in the following proportions.

	——Fiscal Years——	
	1906-1907	1928-1929
Applications filed	4,755	20,574
Inspections made	12,251	67,271
Inspection fees	$9,400.00	$86,790.00
Approved installations	4,600	25,220

Inspection fees from 1925 to 1928 were as follows:

Inspection Fees

1925-1926	$131,193.00
1926-1927	118,645.00
1927-1928	97,287.00

Radical Changes

The whole electrical industry and systems of wiring and types of systems, types and kinds of electrical material and electrical appliances and electrical motors and motor starters and quantity of same in use, and rules governing in-

SOME OF THE PERSONNEL OF THE DEPARTMENT OF ELECTRICITY

Back row, left to right: Inspector Osgood K. Jones, Inspector Wilfred P. Roche, Inspector George A. Spottiswood, Inspector Nicholas J. Siggins. Center row, left to right: Inspector Joseph A. DeVecmon, Inspector Walter Smith, Inspector Edward H. Collins, Inspector Bernard F. Wiesinger, Inspector Peter B. Simmons, Inspector William J. Kennedy, Inspector Harold L. Gerber, Inspector Julian McFarland. Front row, left to right: Overhead Inspector James J. Wharton, Inspector Albert E. Cohn, Inspector Maurice Levy, Chief Inspector Samuel C. Curtis, Inspector James E. Foran, Inspector Frederick S. Desmond, Secretary-Inspector Joseph P. Murphy, Inspector Frank A. Biedermann.

spection and installation of same, have gone through a radical change since the year 1898. Every following year sees the introduction of new electrical wiring systems and appliances which must be covered by new rules for their safe installation from fire and accident standpoints.

In 1898-1900 there were practically no rules for electrical installation except the National Code of the National Board of Fire Underwriters. There were only a few types of electric light and power wiring systems used in San Francisco. Open knob and tube and porcelain cleat wiring, wires installed in wooden moulding and paper conduit were the only class of wiring installations used at that time.

Installations of electric power and light wires in iron rigid conduit and armored cable and the approved fittings and outlet boxes that go with this class of installations were practically unknown. Lighting systems were 110-volt D. C. or A. C., single phase. Incandescent lamps were the old type carbon filament, 8, 16 and 32-candlepower type. One hundred and ten-volt carbon arc lights were used to light up stores and halls. In a few cases 4000-volt and 6000-volt commercial series arc circuits were brought into buildings to light up large areas.

Power installed consisted mostly of 110-volt and 220-volt D. C. motors. We had practically no electric signs, electric ranges or heaters. From this early stage the electrical industry and wiring systems and electrical appliances have developed to such an extent that in all first-class electrical installations, a much higher grade of insulated electric wire is pulled into iron conduits or raceways terminating in approved metal outlet boxes and fittings.

Lighting Wiring Systems

Lighting wiring systems have changed from 2-wire 110-volt branch, 660-watt double fused circuit systems to 2 and 3-wire 110-220-volt, 1000 to 1500-watt single fused identified branch circuits, a white or gray being used for the identified wire which must be the neutral wire of the system, and on A. C. current must be grounded at the point of entrance to the building; this wire under no conditions to be fused, while the other or live wires must be fused. Tungsten and gas-filled globes have taken the place of the old carbon incandescent lamps. A newer and later system of incandescent lighting and power wiring systems is the 4-wire "Y" connected A. C. secondary distributing system.

Electric ranges for cooking and electric air heaters for heating homes, and various other electrical convenience appliances are now being installed in nearly every home, and new types are coming on the market every day.

Electric motors for power have gone through a cycle of changes in the last few years. Where a few years ago practically 110-volt and 220-volt single phase and 110-220-volt D. C. electric motors were used for power, they were first replaced by 220-volt 2-phase electric motors, and finally in the last few years by 220-volt and 440-volt 3-phase electric motors, except in the fractional horsepower sizes. The general practice now is that when a large lighting, heating or power load is supplied to a building or industrial plant, to bring the high tension wires underground into a fireproof transformer vault in the building, and step the voltage down to the required voltage for light and power through high tension oil-cooled transformers in the vault.

Industrial Advancement

Through the advancement of the electrical industry and electrical inspection departments, open type cutouts and open type knife switches have been replaced with dead front cutouts and externally operated knife switches which are inclosed in iron cabinets and

are labeled as to which circuit they control.

The hanging of electrical wiring systems and different types of systems and voltages and the increased use of new electrical appliances for heat, lighting and power; the use of new electrical wiring installation materials, and the rules and ordinances governing the installation of the same, and the great increase of buildings which has occurred in San Francisco since the fire and earthquake in 1906—and still continues—has kept the electrical inspectors of this department busy.

Inspection Requirements

The requirements for an electrical inspection to be made, are as follows: That an electrical contractor who is registered with this department and who has been required to pass an electrical examination by this department and has paid a $50 registration fee and $50 license fee in advance; or an owner electrician who will be required to actually perform the electrical installation himself without employing help, and on his own property only; or a plant electrician, which means a competent maintenance electrician employed steadily by a firm or corporation whose electrical installation of power, heat and lighting justifies the employment of such plant electrician.

It will be required by this department that it be notified at least one day in advance before making an inspection. No electrical power, heat or lighting wires or electrical conduit shall be concealed or covered by any party concerned until inspected by the district electrical inspector. If approved by him, he will post a blue tag on the meter board, empowering the building contractor or owner to conceal or cover up that part of electrical installation noted on the blue tag and signed by the electrical inspector. If the installation is not approved by the district inspector, he will post a yellow tag at the meter board which does not allow the covering up or concealing of any installation. It is unlawful for the building contractor or owner under these conditions, to cover or conceal the electrical installation until the complaints which caused the posting of the yellow tag are corrected and a reinspection ordered. After reinspection is made and installation is found to be correct, the inspector will place a blue tag in place of the yellow tag, and the building contractor or owner may conceal the installation previously condemned. All electrical installations must be inspected during progress of installing for what is termed "a rough-in" inspection. All electrical, lighting, heating and power conduit systems must be installed complete before any wire is pulled into the conduits.

Electric Wiring Inspection

All electric wiring inside of electric signs must be inspected by an inspector of this department before the electric sign is sealed up and again inspected when electric sign is installed on the building and finally connected. All electrical power, heat, and lighting installations shall have progress, or rough and final inspection by inspectors of this department, and no electrical installation will be allowed to be connected up to a power company's source of supply or an electric meter installed and connected until a green tag is posted on the electric meter board empowering the serving power company to connect up their service and meter to the building service. When the electrical installation is completed on a building and approved by this department, a certificate of approval for electric wiring or electric fixtures will be issued to the electrical contractor who made the installation and who, in turn, will give this certificate over to the owner or tenant of the building for whom the electrical installation was made.

Installation Safety

The main function of electrical inspection by our inspectors is to see that a safe electrical and mechanical installation is made in all buildings in the City and County of San Francisco with regard to fire, property, and loss of life hazard.

One of the most difficult conditions that our department and inspectors have to contend with is—before and after an electrical installation is completed; the addition to the installation of sub-standard and cord wiring installed by janitors, handymen, owners, tenants, and locksmith electricians who go to a 5, 10 and 15 cent store or electrical hardware store and buy cheap electrical material, such as a coil of cord, tape and iron staples. They begin to make extensions to the original wiring outlets by stapling cord around the woodwork, across ceilings, on picture moulds, through walls and connecting additional electrical appliances to these sub-standard additional outlets, increasing the number of outlets on original circuits, thus overloading same. When the proper size, 15 ampere fuses, protecting these circuits blow out, they will replace these fuses with 30 ampere fuses, and if 30 ampere fuses will not hold, they use pennies or copper wire wound around the fuses. Fuses are safety devices to properly and safely protect the circuit wires and electrical appliances connected to the circuit, from overloading, short circuits, or grounds which may develop on circuit; the fuse element being of proper size for this protection would blow if above condition should happen, opening the circuit and so protect wire and appliances from being burnt out or a fire hazard being developed therefrom.

Fuses are to the protection of an electrical circuit and the appliances on the circuit what a safety valve is to a steam boiler. If the safety valve is tied down, and the steam pressure should raise above the safety point, the boiler is likely to blow up; and if the fuses protecting an electrical circuit are over-fused or coppered or pennies used behind the fuses, the circuit wires may become hot from overload, short circuits, or grounds, setting fire to the insulation on the wires and adjacent inflammable material.

Life Hazard

Another problem we have from a life hazard standpoint, and we have had several deaths caused as a result of this hazard, is defective sockets, brass sockets, and extension cords in bathrooms, kitchens, and laundries. There should be no extension cords used in bathrooms and no lamp or cord should be handled in any way while one is in the bathtub or is in contact with a grounded surface or water faucet. There should be no open type knife blade switches in an industrial or commercial building.

Conduit Inspection

The difference of making an inspection of electrical conduit installation in a building from inspection of other building installations such as, gas and water piping systems, concrete, iron and woodwork, is that the electrical inspector has to see that proper sizes and types of conduit and fittings are installed for the size and number of wires that are required in the particular type of conduit used; that the conduit is properly installed and secured before he will allow same to be covered up or concealed on the rough inspection. Another inspection must be made when the building is finished and the inspector must again check up the number of wires, sizes of wires, and see that wires have proper type of insulation in each conduit; that all joints and splices made on wires and cables are made in proper size outlet and junction boxes, and that these joints have been properly soldered and taped. In other pipe or raceway systems such as water, gas, air, or oil, all that is required is that the pipe be of proper type, that it be properly put together and properly secured, but what goes into these pipes is not inspected, while in electrical conduit both wires and conduit must be inspected.

The Central Fire Alarm Station, Department of Electricity

By CHESTER L. BALLIETTE

THIS station, the nerve center of the Fire Department and Traffic ignal control, is located in the center f Jefferson Square Park; housed in one-story and basement fire-proof uilding of Class A construction.

Its location in the center of a public ark, with no buildings nearer than a lock away, makes for almost perfect solation and safety in case of such a weeping fire as that of 1906, and in vhich the original Fire Alarm office, ocated in Brenham Place, opposite 'ortsmouth Square, was destroyed.

No Outside Exposures

The building has no outside exposures and all openings are protected by vire glass; the only inflammable materials inside the building are the office chairs and telephone switchboard.

The Fire Alarm switchboard is semicircular with the front composed of four different colored sections of marble. The back of the board is enclosed by metal cabinet doors. The instruments mounted in front are prac-

CHESTER L. BALLIETTE
Chief Operator
Central Fire Alarm Station
Department of Electricity

tically all products of "home industry," made in the Department of Electricity shop, 264 Golden Gate Avenue. In justice to the equipment and its quality, I'll state that we haven't had a mechanical failure on it since the board was put in service, February 28, 1915.

All wires of the Fire Alarm system enter the building underground. There is an extensive underground terminal rack in the basement of the building. The termini of fire alarm circuits, telephone exchange, traffic signal circuits and other miscellaneous features are operated to and from this office.

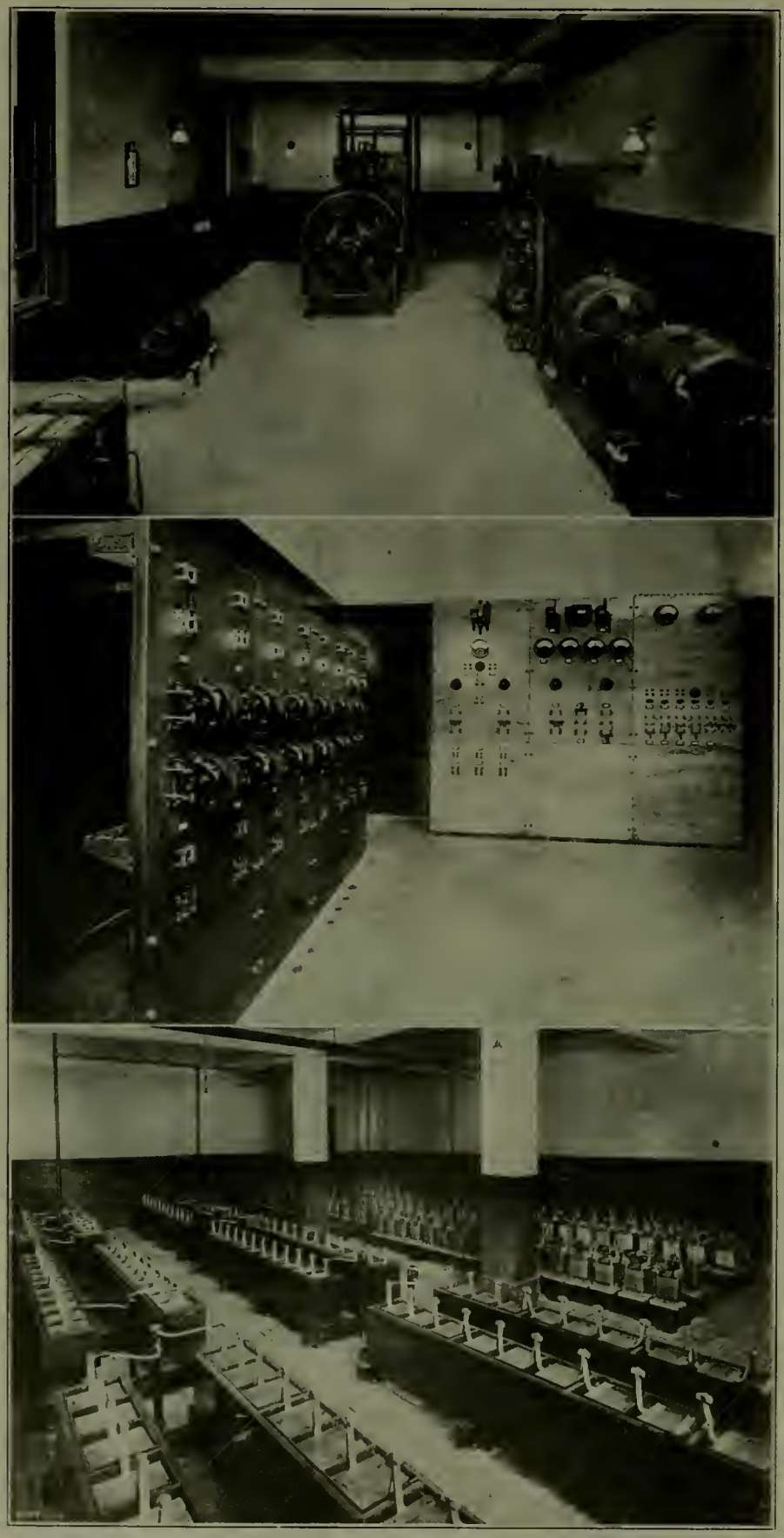
Two-Position Switchboard

The telephone switchboard is a two-position board providing space for 240 circuits and forty trunk lines, and is normally operated by one operator handling ninety-nine locals, twenty-three trunk lines to Central and direct lines to Police Department and the City Hall exchange.

This office and its operations are probably the least-known among the various units of the city government, but are far from being the least important.

Consider that in the fiscal year just closed on June 30, nearly 8000 fire alarms were received and transmitted to the Fire Department, and more than

Front view of the Central Fire Alarm Station in Jefferson Square, wherein is housed the electrical "pulse" of a great city



VIEWS IN CENTRAL FIRE ALARM STATION

Upper: Power room with engine generator; Center: Dynamotor and charging boards; Bottom: Storage Battery Room

30,000 other signals were handled over the "joker" circuits; 3000 complaints were received, recorded and assigned to trouble-shooters on Fire Alarm, Police and Traffic Signal circuits and equipment.

1185 Fire Alarm Boxes

We now have in service 1185 fire alarm boxes, mostly all constructed by our own department, connected on fifty-four signal circuits terminating in this office; twenty-two tapper and "joker" circuits for transmission of alarms and joker signals to engine houses; terminal connections with Ferry building alarm system as well as connection with the American District Telegraph Company for reception of alarms originating on premises of their hundreds of subscribers.

If, for any reason, this system should fail to operate, it would be necessary for the Fire Department to patrol the streets like policemen in order to receive word of fires anywhere in the city; therefore one can imagine that our service is protected by reliefs and stand-by in every conceivable manner, which is true to the fullest degree.

Manual System

The Fire Alarm system is termed a manual system; box alarms, still alarms and jokers, or miscellaneous signals, all being transmitted to the Fire Department over a master key at the central desk of the office.

On receipt of a box alarm one operator attends the relays pen register and observes the box list of that particular circuit; the other operator attends the master key and transmits the alarm to the engine houses.

After the second round of an incoming box alarm, the two operators check the number for correctness and it is then tapped to the engine houses over the tapper and "joker" circuits, striking two rounds first on the tapper and then two rounds on the "joker" circuits. The two circuits are duplicated, and it is evident that in event either circuit should happen to be inoperative, through any source, the other would be intact and two rounds on either circuit is sufficient advice for the Fire Department to dash to the location given by number of the box struck.

On receipt of telephoned alarms, the nearest company is notified by telephone and then struck out of service over the "joker" circuits.

I just noted an entry on my comparative statement for the various fiscal years since my incumbency as Chief Operator and which shows that the fiscal year ending June 30, 1919, rolled up a gross number of alarms totaling

3570! Some contrast with our year just ended.

The office force consists of one chief fire alarm operator, eight fire alarm operators and four telephone operators.

Fire alarm and telephone operators' service is in three shifts, with two fire alarm and one telephone operator constantly on duty. At night, as well as on Sundays and holidays, a trouble detail is stationed at the office to attend service complaints. Records are kept on all operations, tests and complaints in loose-leaf records of special form.

Maintenance Complaints

Complaints on maintenance of all fire alarm circuits and equipment in various engine houses; Police Station circuits or equipment, including the new teletype system; Traffic signal circuits or equipment are all received at this station and assigned to proper quarters for attention.

The new master-timer for traffic signals and pedestrian equipment is situated in this office; to be in operation about August 1. Its operation is covered by Chief Wiley's article. I'm free to say that it is some piece of mechanism, and I don't mean just maybe!

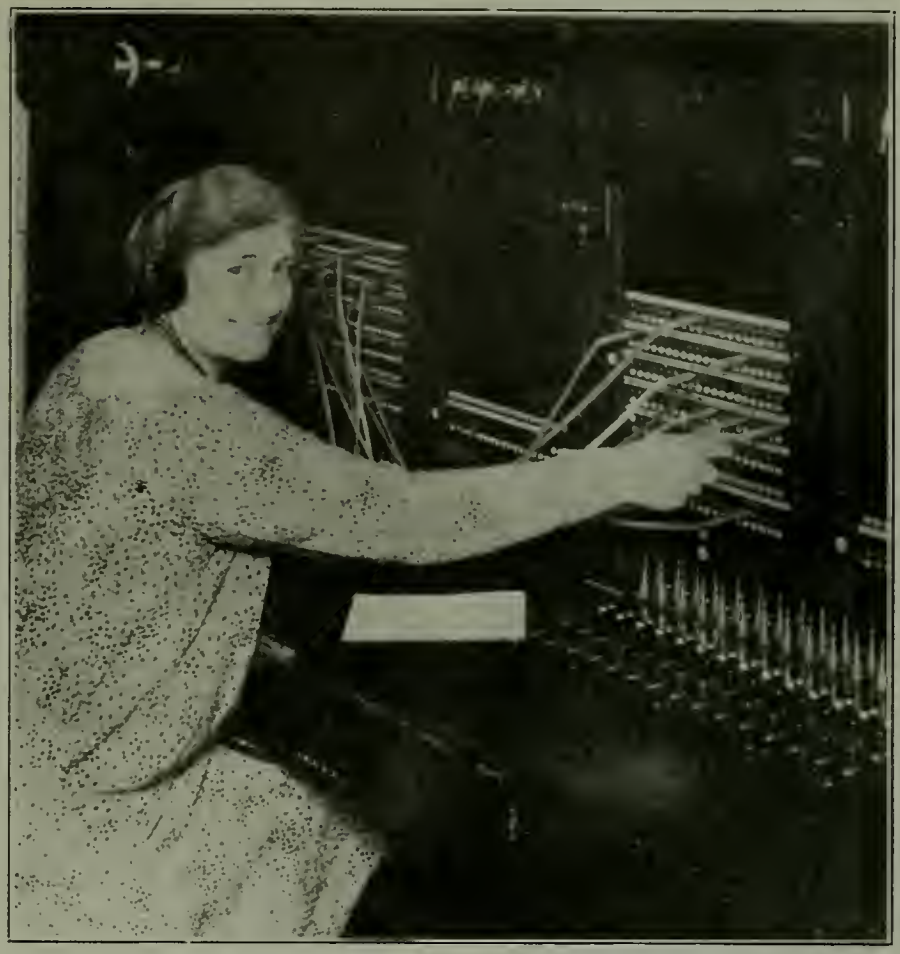
The growth of this system has doubled and trebled since the beginning of Mayor Rolph's administration. The number of fire boxes in service has more than doubled. There has been a generous increase in provision of police boxes for the Police Department; installation of a teletype system for the Police Department. One man at Central Station can type a bulletin or broadcast on a typewriter transmitter and which appears simultaneously on receiving typewriters at all the police stations in the city.

Traffic signals at approximately eighty intersections already are in operation from this office and more are being installed rapidly. The department's underground facilities are now far ahead of the older overhead type of construction, and with a minimum of up-keep.

Know Your Alarm Box Location!

I could hardly call any article complete without making a plea to any and all readers of this to *learn the location of their nearest fire alarm box* and then, in case of fire, *"break the glass and pull the hook!"* This is the positive course to use and will bring plenty of equipment and man power to your fire. Do not try to telephone an alarm that will bring you only one piece of equipment.

Remember that the Fire Department has 1100 men not only willing but anxious to extinguish your fire and to be first on the scene if you'll only do your part. *Give them proper location service by use of the fire alarm box provided for your use!*



UNDERHILL 8000!

Two-position Telephone Switchboard in the Central Fire Alarm Station. Miss Norma Davis, Operator.

You could more readily understand the reason for my plea to use the boxes if you had spent seventeen years in this office and heard such telephoned alarms as: "Quick, quick, up on the hill!" (and then hang up) or,

"Hurry, Hurry! Gene Mulligan's house is afire!"

Or any of a thousand other such telephoned messages from excited people trying to report a fire; plenty of words but no actual information.

If you don't think messages of that kind are conducive to gray hair, come round some day and take a look at my force and you'll see. Also notice mine —same shade.

THE STORE ROOM, DEPARTMENT OF ELECTRICITY

By Joseph A. Rossi
Department Store Keeper

DUE to the precise system of accounting placed in the store and warehouse of this department by Chief Wiley, we have as accurate an account on material purchased and disbursed as any banking institution. Further, the care in selection of merchandise needed must be technical as to quality, material and workmanship, or serious consequences might develop in breakdowns in our fire, police and traffic systems.

No materials can be purchased without sanction of the Chief or Assistant Chief.

All materials, including labor, are segregated among forty clerical accounts so that we may tell at any time the cost of any piece of construction, maintenance, damage or repair.

It is impossible to disburse any material by the storekeeper unless the foreman gives the location where to be used and account number on the material requisition, over his signature.

An accurate card accounting system is kept of all merchandise received and disbursed. This includes the date, amount received or withdrawn, the price and remainder. This enables us to have an accurate, perpetual inventory at all times.

Thirty-seven Years in the Department of Electricity

By FRANK A. BIEDERMANN

IN the life of an individual thirty-seven years is a long time! When I joined the Department of Electricity, known as the Fire Alarm and Police Telegraph office, in 1892, had anyone told me that thirty-seven years later I would be still connected with the same department, I would have judged him a little "queer." The thought of looking forward nearly half a century is one fearsome to contemplate, but, retrospectively, it seems that the year 1892 was only yesterday, so happily, so harmoniously have the years passed.

9 Brenham Place

In 1892 the Fire Alarm and Police Telegraph office was located at 9 Brenham Place. Brenham Place is the little street on the west side of Portsmouth Square, facing the old City Hall, the site of which is now occupied by the Hall of Justice. At that time the Sheriff's office, as well as those of the County Clerk and the Fire Commissioners, were still housed in the old City Hall.

Number 9 Brenham Place was a two-story brick building. The first floor housed the headquarters of the Exempt Firemen, which really was a museum of obsolete fire equipment and fire apparatus of the old man-power, hand-pump days, when going to a fire was almost everybody's business. On the second floor was located the club rooms of the Exempt Firemen. In a wooden superstructure on the roof was the central station of the Fire Alarm and Police Telegraph office.

His First Boss

My first boss was George Thomas, Chief of the Department and the operators: Frank Bishop, now retired on pension and who, despite his seventy-seven years, is still as chipper as a cricket. It has been reported that Frank still runs to all fires in his neighborhood. Frank Haskell has passed to his eternal reward. William R. Hewitt, who later succeeded William Torphy, became the third chief during my connection with the department. William Hewitt was the nephew of Sam Rainey, well known to the old timers as a big political boss and nobody ever lived who had a bigger heart than Sam Rainey. The superintendent of construction at that time was George Sweeney. The lineman foreman was Walter King, father of Walter King, well known clubman and orchestra leader. Walter King, Sr., at the age of seventy-seven years, is hale and hearty. The linemen were Jim Kenny and Jim Gorman.

IN the old days there was no traffic control system—today the traffic control signal system originated and devised by Chief Ralph W. Wiley is the most modern and efficient in the world, says Mr. Biedermann. This angle of the Department's duties is many times greater than the entire job back in 1892. Mr. Wiley has been Chief since 1920, and the improvement in the efficiency of the department, under his guidance, has been phenomenal. To detail all the many things he has done in this way would fill a big book.

In those days, before establishment of the Gamewell Police Call System, which originally was introduced in New York, both the police and the fire department call boxes were of the "pull-the-hook" telegraphic type, when the only medium of communication between the man at the box and headquarters was by means of the Morse code. It may be of interest to state that this system still prevails in the fire department. Every battalion chief is accompanied by a "key man" who acts also as chauffeur. In the days of horse-drawn equipment the "key man" was driver or coachman.

One of the first jobs wished on me was that of hooking-up and cutting in Butchertown to the central fire and police call system. Prior to that time, Butchertown, while within the city limits, was almost a law unto itself and was still using the village system of fire control and police protection, which meant, in case of fire, that they always managed to save the lot.

In the case of apprehension of criminals or hoodlums, Butchertownites figured that if anybody attempted to escape the town limits, he'd get mired in the marshland that surrounded Butchertown on all sides.

I well remember that the gang had to leave Brenham Place before dawn, even in the summertime, to make the trip to Butchertown. We traveled via horse and buggy and got back never until way after dark. The roads were so bad we were unable to get in more than five or six hours on actual construction work.

Hall of Justice Connected

My next job was that of connecting the Hall of Justice with County Jail No. 2 in the Ingleside district—its present location. We had to hook up a direct telephone line between these places. The type of telephone then in vogue was the old coffee-grinder style and one almost wore out one's arm in calling a party. We ran the lines from the Hall of Justice over Clay Street to Stockton Street to Market Street; out Market Street to Valencia Street; out Valencia Street to the old Southern Pacific right-of-way at Twenty-fifth Street, and thence along the right-of-way to the Jail. That was before the days of steps, and we had to mount the poles with our climbing irons.

The poles, which were the property of the Western Union, were not the soft wood poles of fir or pine used so much nowadays, but were of some extremely hard wood. It was almost impossible to drive our spurs in far enough to get a good hold. The result was that for every two feet we climbed up we slipped back three feet. I'll tell the world we were glad when that job was finished. We used to bang our heads against the poles every time we slipped. You never saw such a gang of "big heads" and "sore heads" in your life.

A Strenuous Trip

Another nice all-day and half-the-night job was the trip to the old Alms House, now the Laguna Honda Home. We made that trip twice a month to keep the line in operation.

In 1892 the fire alarm system consisted of eight signal circuits, four tapper circuits and four alarm circuits. One alarm circuit, of house-top construction, was confined to the insurance district, and gave the alarm of fire to insurance people, restaurants and saloons.

Oh, yes! The office telephones were Main 468 and Main 491. Big office, with two telephones!

The method of handling fire alarms was slow. The operator released a shunt behind the second and third time the number was repeated direct from the fire-box. This would strike all the tappers. Then the number was set up on a three-dial repeater. This sent out the signal on the alarm lines.

This instrument was made by the California Electrical Manufacturing Company, located in the 100 block on the south side of Market Street. The concern was destroyed by the fire of 1906.

Changes in the old system were started when Chief Hewitt headed the department. He added signal and tapper lines which struck all tappers by a special tapper key. He established a machine shop where all new tappers, gong, fire boxes, police boxes, horse electric releases, and everything electrical for the fire and police departments were made. The department then started to grow.

The Central Fire Alarm System was operated by two operators from 8 a.m. to 4 p.m.; two operators from 4 p.m. to 12 midnight; one operator from midnight to 8 a.m.

The night of the Baldwin Hotel fire in October, 1898, I was working the midnight watch. Before that fire broke out there was a third alarm fire from box 157, at Folsom and Fourth Streets. The fire was in a large hay barn. After the fire was brought under control I sent orders for a special detail of men to work at that fire.

Then—

Box 47 rang in!

I don't mind saying that my heart leaped into my mouth. Cold shivers ran up and down my spine.

Box 47 was then and still is the fire box located at Powell and Market Streets. Box 47 was a general alarm box, calling for every available man and every piece of fire-fighting apparatus in San Francisco. Number 47 was a dreaded number to every man in the San Francisco Fire Department, or in the Fire Alarm and Police Telegraph office.

The old Baldwin Hotel was a wooden structure located where the Flood building is today. The hotel was known as both a fire menace and a notorious firetrap. I forgot all about the smouldering hay on Folsom Street and called out every man in the fire department, on or off duty, and summoned every company in San Francisco. So great was the excitement occasioned by the glare of the flames as they reached towards the sky that people all over town turned in fire alarm boxes.

In that mad turmoil I was forgotten. It was not until noon the next day that anyone thought of the man on watch in the Central station, and a relief man was sent out to take my place.

A short time prior to the conflagration of April 18, 1906, I was installing a new switchboard controlling the underground signal system, in the rotunda of the new City Hall. The morning of the fire I was living in Divisadero Street, between Hayes and Grove Streets. I walked to the headquarters at Brenham Place. There I met the chief of the department, William Hewitt. The building was a total wreck, the walls having fallen in and the whole building collapsed.

We went to St. George's stable near Kearny Street and secured a horse and buggy and drove out to the City Hall, where we were installing the new central station. The City Hall was in fair condition, and although a steel girder had fallen into the office we succeeded in hooking up the underground system with the call boxes still in operation. We weren't allowed to stay there long as the militia came along and ordered us out of the building. At that time the city was under martial law and neither Chief Hewitt nor myself knew of any argument to circumvent the business end of a steel bayonet.

After the fire temporary headquarters were established on Steiner Street, between Pine and California Streets. Afterwards we moved to Fulton Street, between Polk and Larkin Streets. The present central station of the police and fire signal system is located in Jefferson Square. It was completed in 1915 before the opening of the Panama-Pacific International Exposition and is the last word in modern equipment, up-to-date appliances and safety devices, being in these respects the outstanding station of its kind in the United States.

WILLIAM G. PENNYCOOK

A VISIT to the Central Fire Alarm station today will show the vast improvement which has been made in the Fire Alarm and Police electric systems since 1876, when William G. Pennycook was learning his trade in the Paul Seiler Electric Company and when Samuel Urquhart was superintendent of the Fire Alarm and Police systems.

In those days one had to turn a crank between thirty and thirty-five times in a fire alarm box before it registered in the fire alarm office; but this was not for long. When the city found that this electrical work was not satisfactory, the California Electric Works was employed to make approved fire alarm boxes, repeaters, and other apparatus.

Mr. Pennycook was appointed to the position of electrical inspector for the Fire Alarm and Police Telephone by the Board of Supervisors April 1, 1892, and had under his supervision all the electrical apparatus and wiring for the Fire and Police Departments. At this time, there were six alarms and four tappers and ten signal circuits with about 403 fire alarm boxes, also two additional fire alarm stations which were at that time called the "village system"; one of these was located at Ocean View and was 33 Engine; the other, 11 Engine, was located in South San Francisco.

SPEAKING OF—

At the top, left, we have William G. Pennycook, and at his right, Frank A. Biedermann, in point of service the two oldest employees in the Department of Electricity. In the center is a picture of the old horse-drawn days with Foreman Jere P. Counihan—still with the Department—and his construction crew. At the bottom we have Frank A. Biedermann piloting the Department's first motor car

In 1900 when the Charter went into effect, the Fire Alarm and Police Telephone were changed to the Department of Electricity, and all positions were under civil service. Mr. Pennycook passed the examination and was appointed to the position of inspector. Inspectors enforce all rules, regulations, orders and requirements of the Board of Supervisors in regard to electric wires, fixtures, and appliances in or on buildings or structures of any kind, in the City and County of San Francisco.

Adjusting Claims on San Francisco's Municipal Street Car Railway

By RAY W. TAYLOR
Claim Adjuster, Municipal Street Railway

FROM the explanations of many individuals as to how they became involved in accidents with Municipal Railway cars, it is becoming more and more evident that motorists fail to appreciate the fact that street cars cannot be stopped with the same precision and promptness as automobiles.

"Why, the street car had plenty of time to stop," is a common complaint of aggrieved drivers, who find themselves being pushed aside by a street car sliding into them, with fenders bent and twisted or wheels dished and mudguards dented.

Car Weighs 26 Tons

The fact is that a street car weighs twenty-six tons. From tables worked out by engineers, a car going at the rate of five miles an hour will slide four feet, seven inches after the brakes are set. If the car is going ten miles an hour it will slide eighteen feet, nine inches. At fifteen miles an hour it will go forty-three feet, and at twenty miles an hour the car will continue on for eighty feet, ten inches.

A motorist who suddenly stops his car close to the street car tracks in order to take advantage of a parking space, or possibly is forced to stop by the unexpected appearance of an individual or another automobile, fails to take into consideration the rate at which the car is following. If he sees a space of feet between his machine and the street car, he maintains it was the motorman's fault. Yet, if that street car was traveling at the rate of ten miles an hour it would be humanly impossible for the car to be stopped under eighteen feet, nine inches.

A Case in Point

In a recent decision in the Superior Court by Judge C. J. Luttrell in a case where a Market Street Railway car was telescoped by a municipal car that was following close behind, the Judge held the municipal car blameless because the car traveling in front stopped unexpectedly in the middle of the block. Such a stop he said could not have been anticipated by the motorman in the rear. There is no ordinance governing the distances to be maintained between cars, the Judge pointed out, and consequently he held that the motorman on the second car could not be responsible

RAY W. TAYLOR

for the sudden action of the man operating the first car.

This would seem to be both logical and in accordance with the provisions of the State Motor Vehicle Act, Section 130, which places the responsibility squarely on the driver who wishes to start, turn or stop, to first see that it can be done with safety.

Oil Company Claim Rejected

Recently the claim of an oil company for damage to one of its tank trucks, and the loss of 500 gallons of gasoline, was rejected by this office on the same grounds. Judge Luttrell's decision had not been rendered at that time. But the fact was that the driver of the oil truck drove onto the street car tracks in front of a municipal car and then came to an abrupt stop in the middle of a block, on Van Ness Avenue. The distance between the truck and the car was not sufficient in which to bring the car to a stop.

It might be said that a street car's speed should be kept so slow that such accidents would never occur. Or that sufficient space should be maintained between the vehicles following each other, so that this type of accident would be avoided. But if one tries to imagine what would result on the city's crowded streets if such regulations were made, he would quickly realize that the business of the city would have to come to a standstill. The people would never get to and from their homes via the street railway lines; that is a certainty. Autos would wedge themselves in between two street cars attempting to maintain a stipulated distance between each other and it is probable that conditions would be worse rather than better.

Motorists are often compelled to stop suddenly without warning, or if signals are hastily made and not given sufficiently in advance to avert an accident, it might appear that an injustice is done if claims of this nature are rejected.

Not an Insurance Company

The answer is that the Railway is not an insurance company. In the congested condition of the streets, such accidents are unavoidable. The Railway cannot be expected to pay such losses. But as in cases of fire when losses happen, the prudent owner looks to his insurance to protect him. This article, however, was not written to urge insurance on anyone. But purely from the angle of one upon whom rests the responsibility of adjusting honestly and with such justice as he is capable, the claims of motorists whose cars are damaged.

If street cars are to be operated on schedule they must continue to move at a rate of speed that will make the carrying of millions of people annually to and from their work possible. Accidents will happen. But if motorists will try and remember the weight of a street car, and the further fact that it is going to slide in proportion to the speed at which it is being operated, he will realize that the safest place is as far away from the tracks as is practicable. The street car cannot swerve to avoid a collision and the motorist should not look to the Railway for reimbursement when unavoidable accidents happen.

FIRE ALARM RECORD

The largest number of fire alarms in the history of the Central Fire Alarm Station was during the fiscal year ending June 30, according to the annual report of Chief Operator Chester Balliette to Chief Ralph W. Wiley of the Department of Electrity.

The total reached 7774, an increase of 611 over the last fiscal year. There were 2977 first, 69 second, 21 third, 1 fourth and 4706 still alarms.

Overhead Inspection by the Department of Electricity

JAMES J. WHARTON
Overhead Inspector
Department of Electricity

Important Functions of an Important Department

By JAMES J. WHARTON

UNDER this branch of the department comes the inspection of all public utility equipment erected upon the streets, wires over buildings, temporary lighting and wiring used for special and festive occasions, scaffolds and hoists used in building construction, radio equipment upon buildings, commercial overhead equipment, investigations and adjustments of complaints between property owners and corporations, surveys, and special inspections for the Chief, investigations of accidents and deaths, reports and recommendations to the Chief regarding conditions or equipment being used which are detrimental to public welfare and safety or an interference to public service, inspection of the Underground Districts and the enforcement of existing ordinances creating new districts and the removal of poles and wires therein, investigations, both day and night, of fires, explosions and conditions caused by the elements affecting public service equipment and equipment of the Department of Electricity.

Construction Specifications

Under the provisions of Ordinance No. 1564, the placing, installing, operating or maintenance of electrical wires, appliances, apparatus or construction in or on sidewalks shall be executed in accordance with plans and specifications previously approved in writing by the Chief of the Department of Electricity and the inspection is governed by the rules of General Order No. 64-A, California State Railroad Commission. This comprehensive and what might be termed complete set of specifications of electrical construction was the result of a conference of representatives of the Railroad Commission, Public Utilities, Municipal Departments and Electrical Workers' Unions, and at the present writing is considered to be on a par with any used in any state of the Union.

As an explanation to the layman of what might appear to be a complicated mess of wires, cross-arms, transformers, guys, etc., these are standardized and erected according to the best known factors of construction, service and safety. These rules have been recognized and adopted in many states and had their fundamental inception in this city on January 12, 1903, when Ordinance No. 621 was adopted. This order has materially reduced the hazardous conditions of workmen and eliminated many conditions that had caused fires, accidents, and deaths. Almost all of the Public Utility corporations now maintain Safety Departments that make a study of conditions and equipment, recommending and creating improvements, and eliminating unsafe factors.

Pole Menace Corrected

It is natural that a property owner is concerned when a pole is placed on the sidewalk facing his property and while this department has no jurisdiction in that respect, we can recall as many as five poles on a twenty-five foot frontage. With a view toward correcting this situation, the chief of this department initiated a movement that resulted in a conference of city officials and representatives of the Public Utility Corporations, and in 1913, the Joint Pole Association was formed. The purpose of this association, which is maintained by the Public Utilities with offices in various cities, is to avoid unnecessary duplications of poles and equipment, adjust matters of interested parties, complaints, and allocate equipment and spacings upon poles. The association upon its inception took immediate steps toward eliminating many former evils, and as a result, hundreds of unnecessary and unsightly poles were removed from the streets of the city.

In dealing with the subject of inspection of temporary lighting and wiring, reference is made to the festive occasions, celebrations, receptions and conventions wherein the electrical display has contributed many brilliant and gorgeous effects and created upon the visitor the impression that San Francisco is truly the city that "knows how." Pleasant and lasting memories of bygone days are recalled as we think of the electrical displays used in the reception to the First California Regiment, Grand Army of the Republic, Knights Templars, Portola Festival, World War Veterans, Democratic Convention, Knights of Columbus, Shriners, Diamond Jubilee, the yearly display at Christmas time, and in addition, the hundreds of smaller displays by merchants.

No Accidents

It is worthy of mention that hundreds of miles of wire and thousands of lamps have been used, and no accident has ever been caused therefrom.

In regard to the inspection of scaffolds and hoists used in building construction and covered by Ordinance 6200, the reckless conditions of construction and maintenance which jeopardized the public, employees, public utility equipment and Fire Alarm and Police Telegraph Service necessitated a supervision thereof and these are now regulated.

Radio reception has contributed one of the most notable of the numerous advancements of electrical science of late years, and many of the predictions made by Marconi thirty years ago are now facts.

The chief of this department, Mr. Ralph W. Wiley, has ranked for many years as an authority on wireless transmission, reception and telephony, and with a knowledge of the conditions that would arise co-incident with the introduction to the public of the radio receiving set, he deemed it advisable to issue a set of radio installation rules on November 1, 1922. Previous to the issuance of these rules, a study of conditions, causes, effects and rules in various cities was made, and as a result of his expert knowledge, a few safe

and sane but necessary rules were adopted. A few near-sighted radio editors and dealers raised a protest but their first thought seemed to have a purely commercial aspect and many a good set was sold that gave poor satisfaction to the buyer through improper and inefficient installation. It is not the idea of this department to hamper in any manner the progress of science, but more so to further it; but it is also the duty of this department to advise and protect the public upon a condition with which they are not familiar.

Protecting the Public

That these rules have done much to protect the public from conditions whereby life and property would be jeopardized is conceded; and to illustrate, the necessity is related by the following facts:

1. **A 13-year-old boy using a ball and string erected two No. 14 antennas across a thickly traveled street over 6600-5000-4500-volt power circuits. It was a miracle that he was not killed; maybe 13 is a lucky number, but it took four experienced linemen from the department to remove the same.**
2. **A No. 24 gauge lead-in wire (erected in a commercial district) blew out from the building and contacted with an 11,000-volt circuit, burning up many meters, motors and causing damage to other forms of equipment together with discommoding a large number of industrial establishments;**
3. **Lightning struck the radio pole of a large apartment building, burnt up a number of sets and caused several fires.**
4. **A radio antenna burnt down a 4500-volt circuit supplying a hospital;**
5. **A boy was killed while erecting an antenna across the street over a 4500-volt circuit;**
6. **A number of antennas attached to a primary cross-arm within a few inches of high voltage lines;**
7. **Frequent fires caused by improper installation of radio storage batteries;**
8. **Installations of antennas and lead-in wires at a distance of less than eight feet from the roofs and obstructing the work of the Fire Department;**
9. **Hundreds of radio poles, guys and wires attached to fire escapes and fire stand pipes on roofs. In many instances the fire escapes were so blocked that they were inaccessible to the Fire Department.**
10. **Wooden radio poles attached to chimneys catching fire, falling on roofs and causing roof fires;**
11. **Antennas erected in a manner to cause interference to the Fire Alarm and Police Telegraph equipment of this department.**

Copy of these rules may be had upon application to this department and no fees are charged; so while listening to a radio program, don't be a party to any of the conditions mentioned above.

Underground District

In accordance with the provisions of Ordinance No. 214, the Supervisors are empowered to order the removal of two and one-half lineal miles of overhead poles and wires per year, excepting wires used for railway purposes. This ordinance was initiated on August 23, 1899, and was the movement toward what is now known as the Underground District embracing that portion of the city lying between Embarcadero, Pacific, Columbus, Van Ness, Market, Valencia, Mission and Howard Streets, with extensions into other portions of the city districts.

A Word About the Chief

In conclusion, this article would be incomplete without a reference to the chief of this department, Mr. Ralph W. Wiley. His ability in the electrical fraternity is too well known and needs no elaboration. He has established a department in the city government the efficiency of which is second to none. His sterling character and congenial personality has been an example of respect from all the employees and his policy of courteous and respectful treatment, through his subordinates, has merited the commendation of the public.

THE DEPARTMENT'S BUSINESS OFFICE

By Joseph P. Murphy

WITH the close of the fiscal year 1928-1929, this department closed one of the most successful years in its history. This department was comparatively little known until the last few years. The advent of the traffic signal into the life of San Francisco placed a great burden upon the chief of this department, who, being an energetic man, was equal to the occasion. For the proper and efficient development of these signals, a definite program of progress was laid down. This program will be found under various headings in this issue, as I am only interested in the office end of this department.

The office of this department is located in the City Hall, where is centered the business of purchasing all supplies. This department was created by charter for the construction and maintenance of Police and Fire Alarm systems and inspection of electric wiring, and it is proper that that branch should be centered at this point. The inspectors work from this office. The office force is composed of the secretary, stenographer, cashier, two clerks, Chief Inspector and two office inspectors. The purpose of the latter two in the office is to assist the Chief Inspector in answering all technical questions over the counter and the telephone. There are four telephones which are kept busy all day long with an average of 300 phone calls per day. Salaries for the last fiscal year were $206,180. The amount spent on materials, supplies and equipment was $30,000. These two items do not include Traffic Signal work. The finances covering the Traffic Signals is allotted by the Traffic Committee of the Board of Supervisors. The amount spent in the last fiscal year on Traffic Signals was slightly more than $76,000. When we look at the amount of new cable that was installed underground from Van Ness Avenue to the Embarcadero, the number of new signals installed, together with the surface work which had to be done on such a busy street as Market, we can readily see that the chief of this department is an efficiency expert as well as chief. We have spoken about the amount of money expended on salaries and material, but nothing about the resources. The inspection branch is self-supporting. The amount of fees received for this last fiscal year was $86,790.76. This amount is lower than previous years on account of the drop in building operations.

Receipts

1924-1925	$ 86,004.79
1925-1926	131,193.00
1926-1927	118,645.91
1927-1928	97,286.80

The secretary is responsible for all money expended or received. For the fiscal year ending June 30, 1929, $86,590.76 passed through his hands. Aside from that there was collected $2091.33 for fire tapper service. Outside of this, there is another source of income: Gong rentals, which are entered into the installation fund. Then we have the house-movers' fund. House-movers must deposit $25 with this department every time they move a house. So, as may be seen, this department controls many branches, every one of which pertains to the safety of life and limb of the citizens of this city. The secretary, therefore, must be able to answer many questions pertaining to this department.

Shop Branch of the Department of Electricity

Where Expert Mechanics Manufacture the City's Electrical Equipment

By FRANK R. EICKHOFF

FRANK R. EICKHOFF
Shop Foreman
Department of Electricity

THE shop branch of the Department of Electricity in 1900 had but four mechanics. These were employed in manufacturing fire and police boxes and keeping in repair the fire and police instruments.

In 1903 the department made a feeble attempt to motorize with an electric storage battery car that was donated by the Fire Department. The car proved unsuccessful.

City Hall Housed Shop

In 1904, in the new shop building that was built in the center of the old City Hall and which contained the entire department, the shop began the manufacture of a fire alarm board. The board was never finished—it was destroyed by the great fire of 1906. A few days after the fire the department proceeded to open a temporary headquarters in a two-story building on Steiner Street, between Pine and California Streets, which developed immediately into a hotel as well as a fire alarm office, taking care of our entire department.

Our shop being a small hall room, it was only large enough to accommodate three men. Our entire equipment consisted of a few bench tools and a small lathe. Working under great difficulties we managed to get into service some fire boxes and engine house instruments. After three months in these crowded quarters the shop was moved to the pole yard on Sixteenth Street, near Folsom Street, where we occupied three small shacks. There, with a full crew, we manufactured fire alarm boxes.

About this time the department tried to motorize again, with a Winton car, another gift from the Fire Department. This car proved more successful than the first one, but after several accidents a street car finished it.

After a year and one-half at the Sixteenth Street location the entire department moved to a new brick building at 55 Fulton Street, which is now the Civic Center. In this building we had a fairly well equipped shop. In 1908 we made another attempt to motorize the department. As with our former gifts, this one came from the Fire Department in the form of an Autocar. In 1912 the department purchased two Brush cars and two Flanders, and, later a few Ford roadsters. I am not exaggerating when I say that on numerous occasions when our motorized fleet was busy with electrical work it frequently became necessary to send out an S. O. S. for a team of husky draft horses to pull in one or more disabled cars. Times have changed considerably since then.

Our first big job came when we manufactured the fire alarm board in 1914, under supervision of our then chief, James M. Barry. When the board was only half completed we moved into our present location at 264 Golden Gate Avenue, where, in 1915, the board was completed.

Traffic Signal Experiments

In 1920, under direction of Chief Ralph W. Wiley, we started to experiment with traffic signals. In 1922 the

SHOP VIEWS IN THE DEPARTMENT OF ELECTRICITY

Upper left: Chief Ralph W. Wiley explaining to Charles J. Steiger, of the Steiger & Kerr Stove and Foundry Company, who make the iron castings for the Department of Electricity, how the traffic signals are assembled. Upper right: A portion of the room in the cast iron shop. Lower left: Storekeeper Joseph A. Rossi checking up materials in an aisle in the Store Room. Lower right: A portion of the Department of Electricity's Machine Shop where all of the City's electrical equipment is manufactured. Foreman Frank R. Eickhoff (wearing cap) in the foreground.

first traffic signals were installed at Montgomery and Market Streets. Since then we have manufactured 434 traffic signals, 192 pedestrian signals, and at the same time have kept up with the manufacture of fire and police boxes. Since 1918 we have made 376 fire and 145 police boxes.

At present the shop is completing the manufacture of a progressive, automatic, synchronized traffic signal timer which, with all the signal system, was designed by Chief Wiley. The shop branch of the department employs seventeen mechanics. We keep on hand for immediate replacement a supply of parts for the various articles manufactured in the shop. We also service and keep in repair all of the traffic signals. The shop garage keeps in first-class condition a fleet of twenty-four automobiles and trucks used in all branches of the Electric Department.

City Purchaser of Supplies Leonard S. Leavy Heads Blindcraft Drive

SAN FRANCISCO'S blind workers are calling for help.

The hands of those worthy persons are idle.

And Blindcraft, that wonderful, sunny factory at Seventh and Howard streets, is closed.

"Shut down for lack of funds." Fifty men and women, all blind, are out of work. They have been idle for something like eighteen weeks.

Blindcraft, in the vernacular of the street urchin, "is broke." Those fifty men and women, who are willing to work for their bread and butter, have been denied that privilege because there has been no money to buy raw materials for their skill to convert into salable commodities.

Such is the condition at Blindcraft, but, perhaps, it is only a temporary condition.

Mayor Sees Way Out

Mayor Rolph, that wonderful humanitarian, has seen a way out of Blindcraft's financial distress, and he has demanded that something be done for these people. He recently called into his office a group of representatives of the city's most popular interests. He stated that San Francisco has too true a heart to permit Blindcraft to be without funds for its factory operation. Then, on July 16, at a meeting in the chambers of the Board of Supervisors, with Mayor Rolph presiding, City Purchaser of Supplies Leonard S. Leavy was elected chairman to conduct a drive to raise funds for the permanent helpfulness of the San Francisco Association for the Blind, known as Blindcraft.

At that meeting Mr. Leavy was requested—and gladly gave his consent—to organize the campaign for Blindcraft. The goal of this endeavor is to raise $125,000, the sum needed to make it possible for the blind to go on with their admirable work of supporting themselves.

CHAIRMAN

LEONARD S. LEAVY

Appointed by Mayor Rolph to head $125,000 drive for the San Francisco Association for the Blind

MAYOR ROLPH SAYS

WE SHOULD do all we can to help those less fortunate than ourselves, particularly the blind. To help this worthy institution, in San Francisco's own affectionate way, will prevent the sorrowful sight of a blind beggar, with tin cup in hand, from being on the street corners of our city. San Francisco really "knows how" to be real "Big Brother" and the real "Big Sister" when the necessity arises.

The blind went through the pangs of our 1906 disaster just the same as did we who could see. Let us cheer them all we can.

Mayor Rolph has declared the campaign a "city enterprise," and invited Mr. Leavy to make full use of the City Hall and city facilities. Heads of various city departments have been requested to communicate with Mr. Leavy, Department of Purchasing Agent, Room 270, City Hall, and to procure the necessary blanks for canvass of city departments. For such a start for such a worthy cause, it is unthinkable that the effort should not succeed.

The campaign for the $125,000 will start shortly. "Please respond immediately," Mr. Leavy urges the public. "It is a matter of dire necessity."

Mrs. Ruth A. Quinan is general manager of the San Francisco Association for the Blind. She has labored for the association for the last fourteen years. When Mrs. Quinan took up her burden for the blind the association was housed in a flat at 1520 California Street.

Gift of Helen Cowell

Today Blindcraft is housed in a three-story, modern concrete structure at Seventh and Howard streets—the gift of Helen Cowell, a wealthy young woman who believed ardently in the cause of "helping the blind to help themselves."

Some months back the San Francisco Association for the Blind, with characteristic courage, attempted to launch a campaign for needed funds, but a drive for funds for another cause was on at that time and Blindcraft made no headway. Since then the factory has closed down and today Blindcraft appeals to you to come to its assistance.

It is not a pleasant situation to see these worthy people virtually denied the right to self-supporting existence. Blindcraft must not go out of existence. You are asked to give cheerfully your mite to those whom fate has left sightless.

The Department's Secretary

JOSEPH P. MURPHY, secretary in the Department of Electricity, was born in Liverpool, England, in 1873. After leaving school he served his time at the electrical business with Chadborne & Son, from 1888 to 1892. After that he worked on the first elevated electric railroad in England. Later he came to the United States and became an American citizen. During the following years he traveled and studied. He was in Europe at the Paris Exposition from June 1899 to 1901 as an electrician and interpreter for the Westinghouse Company of London, and later entered the employ of the United States Government. In 1901 he had charge of the electrical work at the Pan-American Exposition at Buffalo, N. Y. He came to San Francisco shortly after the exposition closed and has been here ever since, having followed the electrical business. Mr. Murphy has been on the City Civil Service list as an electrical inspector since 1910. He was appointed secretary of the Department of Electricity by Mayor Rolph in 1922. For a time he was an instructor of electricity in the Oakland and Alameda High Schools, and at present is an instructor at the Polytechnic Evening High School.

JOSEPH P. MURPHY
Secretary-Inspector
Department of Electricity

Major Collins Takes Over Registrar's Office

THE appointment of Charles J. Collins as Registrar of Voters has given great satisfaction to those citizens who are familiar with the importance of the service. The Election Commission, in the general opinion, has made a wise selection as the office is most important, and, at this particular time of elections, is subject to great scrutiny. Upon the purity of the ballot good government depends.

Under former Registrar J. Harry Zemansky absolute confidence was felt in the accuracy of the count and returns were promptly published. After his great experience of many years of service to find a well-qualified successor was not an easy task, but it was solved in the selection of Major Collins. He takes this high executive position with manifest advantages beyond his undoubted ability as a man of important business affairs. He has had the necessary training and for years has been in close touch with the department. In the first years he was a member of the Commission on Elections, and for several years prior to his appointment as Registrar was President of the Commission.

Correct Counts in Election

San Francisco has enjoyed the distinction for half a century for correct counts in her elections. Accuracy of the count has never been disputed. It is a matter of considerable pride with us that our elections have always been conducted with strict fairness.

Careful selections were made that efficient men and women be chosen as assistants and in the hundreds of appointments to temporary places on election days there has always been uniform efficiency shown.

MAJOR CHARLES J. COLLINS
San Francisco's newly appointed
Registrar of Voters

Major Collins has the experience, the familiarity with the position and as important as any other consideration, the executive ability to make good—to fully maintain the prestige and eminent reputation that for years past has distinguished our office of elections.

The Major has been in business for more than thirty years in this city. He has prospered with our prosperity. He was burned out in the "fire," and, like many other citizens, lost all but he stayed with the old town, like Mayor Rolph and the bulk of our devoted people. In the fire days he witnessed, with admiration, the zealous relief labors, the many self-sacrifices of our Mayor—then only a simple citizen with no thought of official place.

Major Collins has been a staunch friend of Mayor Rolph's since early times. He believed in his efficiency and integrity and the years have justified his belief. He was one of the sponsors for the Mayor in his first election and has been consistent and faithful toward the policies of advancement that the Mayor has introduced from time to time.

In the Publishing Business

The printing and publishing business has been Major Collins' vocation as his life work here. He saw a good opportunity for a newspaper in the Mission District and years ago began the publication of *The Mission Enterprise*. Great results followed and he invested in Mission real estate.

In the city's social life he has always taken an active part. He possesses an agreeable personality that gives him ready welcome among people of every class. The Irish societies hold Major Collins in eminent consideration and they made this evident some years ago when, at a St. Patrick's day convention, of all Irish societies, he was chosen president of the day, an office that holds good for a year following.

Besides his membership in many fraternal, social and improvement clubs, Major Collins also is a member of the Press Club of this city.

Photo by Boye

MILO F. KENT
Chairman Airport Committee

Mills Field, San Francisco's Twenty-four Hour Air Harbor

SOME cities are famous for their good water harbor and others for their air harbor, but San Francisco is doubly so, as in addition to the finest water harbor in the world, the Municipal Airport at Mills Field, when fully developed, will provide an air harbor to match the fame of the San Francisco Bay.

The importance of airports was early recognized and San Francisco was one of the first cities to take the lead in establishing a strictly Municipal Class A field on May 7, 1927. There were, of course, many airports in the United States, but they were owned by the Army, Navy, commercial or private contractors.

Supervisors Had Foresight

Establishing an airport is seldom an easy task, and especially when considering the terrain around this city, so that the selection of Mills Field and its developments, present and planned, reflect great credit to Supervisor Milo F. Kent, chairman, and Supervisors Andrew J. Gallagher and Frank J. McGovern of the city's airport committee, for their foresight and efforts.

To place a field on a twenty-four hour basis great attention was paid to night lighting and therefore the Sperry Gyroscope Company, having the greatest experience in searchlight manufacture and who have supplied the United States Army exclusively for sixteen years, were called upon to furnish the field floodlights and revolving beacon.

The twenty-four-inch revolving beacon with automatic lamp changer is located on the roof of a hangar forty feet above the ground.

Floodlight Illumination

Two Sperry eighteen-inch high intensity arc three-purpose floodlights illuminate the field. Each one of these floodlight units, which is remotely controlled by a push button at the office desk, spreads the light into an eighty-degree fan that gives 1,000,000 candlepower on the field. Each unit covers approximately fifty acres, and with the two lights in operation, overlapping, the field is illuminated into a 160-degree fan of light. The lights may be trained along the runways if desired.

The spread lens door on either floodlight may be folded back within a few seconds and the unit can be elevated and locked into a forty-five-degree angle position, forming a powerful ceiling light. A ceiling light is of great importance when there are low-hanging clouds. The height of the ceiling can be telephoned or telegraphed to various other airports and the information given to the pilot before they take off for Mills Field.

The beam of the Sperry Floodlight Unit with the door folded back is 30,000,000 candlepower. In slightly hazy weather, or when there are low-hanging clouds, and a plane is expected, this light can be used as a hand-rotated emergency beacon, throwing its powerful 30,000,000 candlepower spot on the clouds, which may help the pilot find the field, probably saving valuable life and property. Within a few seconds, the door may be again put into position and the light turned back into a floodlight unit. With these types of floodlight units, the safety factor of night landings is highly increased.

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The Sanitation of San Francisco Restaurants

By THOMAS P. LYDON

Chief Food Inspector, Department of Public Health

FRANK J. KLIMM

Who, as President of the San Francisco Board of Health, stands solidly behind the Board's Inspectors to see that San Franciscans are assured wholesome food at all times.

THE restaurants of San Francisco have in the past achieved a world-wide fame for the excellence and variety of the viands offered patrons, and although the changing years have altered the old type of restaurant and added new ones, the city can still claim the honor of being a bountiful host when it comes to the question of satisfying the demands of the inner man.

There are approximately 2000 restaurants in operation in this city, the sanitary supervision of which is under the control of the food inspection division of the Department of Public Health.

Eating Places Grouped

Under the general classification restaurant, the following types of eating places are grouped: Cafeteria, sandwich shop, grill, malted milk stand, coffee shop, fountain lunch, lunch counter, dairy lunch and the type of eating place long familiar to us under the designation restaurant.

San Francisco is essentially a city of cosmopolitan character, and by reason of this fact it would be safe to say that a traveler from any clime would be successful in a search for a restaurant capable of supplying him with a dinner prepared in accordance with the customs of his native land.

The sanitation of the restaurants of this city is one of the most important functions performed by the Food Inspection Division and the sanitary supervision exercised over this particular group of food handling places by this division is enforced by virtue of the power conferred on the Board of Health in two major city ordinances adopted by the Board of Supervisors for the purpose of regulating the conduct and maintenance of restaurants and other food-purveying establishments.

Sanitation Problems

Increasingly, year by year, the drift of population toward the cities becomes more pronounced, and the resulting congestion in the large urban communities creates new and acute problems in sanitation for the municipal health authorities to grapple with, particularly those arising from conditions inseparable from the housing and feeding of large masses of people in circumscribed areas.

As a large proportion of a city's working population must, by the very fact of their employment in neighborhoods remote from their homes, consume at least one meal a day in a public eating place, and, therefore, come in more or less intimate contact with one another, the avenue for transmission of disease is wide, and in the interest of public health it is essential that the sanitary control maintained over such establishments should be a rigid one.

Food Materials Wholesome

The raw materials delivered at the door of the restaurants are in sound wholesome condition, and in the case of meat, poultry, fish and milk inspected and passed by inspectors of this department as fit for human consumption; therefore, on delivery the responsibility for the continued wholesomeness of the food supply rests with the restaurant personnel. The human factor plays an important part in the success or failure of many enterprises, but in no line of commercial activity is this fact more strongly evident than in the operation and maintenance of a public eating place. In the restaurant industry the human equation is represented by its staff, principally those persons in charge of the kitchen, which may be considered the hub of the establishment. Slipshod methods in handling, preparation and storage of food result in waste and spoilage, are a serious menace to public health, and obviously an economic loss easily preventable if employees are skilled and have a proper knowledge of sanitation.

The chief factors to be considered in any study of the potential dangers to public health that may be said to exist in public eating places are as follows: First, the health of the employees; second, sterilization of utensils, dishes and glassware; third, the purity of the food supply, and fourth, methods of preparation.

Food Handlers' Examination

The Board of Health has under consideration a proposal submitted by the health officer to draft a new food control ordinance containing a section providing for medical examination of all food handlers to insure

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their freedom from communicable disease before plying their avocation. The necessity for the provision is apparent when we recall that a recent outbreak of typhoid fever was caused by a typhoid carrier employed in a food-handling establishment.

Sterilization of dishes, glassware and utensils is an efficient safeguard against the transmission of disease, provided, however, that in the washing and cleansing of these articles the sterilizing temperature as employed in the dishwashing process is 212 degrees Fahrenheit.

Disease-Carrying Utensils

Many investigations have proved that improperly sterilized glassware, dishes and utensils have caused the germs of diphtheria, septic sore throat, the disease known as "trench throat," scarlet fever, etc., to be transmitted from one person to another, not alone in public eating places, but in soda fountains and other soft drink establishments.

The legislation enacted by the Board of Supervisors for the purpose of controlling the operation and maintenance of restaurants and other food-purveying establishments embody provisions that insure the proper sanitation of all premises used in the manufacture, sale, distribution and preparation of food and drink, and also prescribes the standards of purity which foodstuffs manufactured or prepared therein must attain.

Sanitary Requirements

Under the provisions of the ordinances heretofore mentioned the Board of Health has formulated a set of sanitary requirements drafted for the purpose of safeguarding the public health in every way and thus assuring the patrons of public restaurants that they can dine in peace and comfort amid attractive surroundings, be served good food prepared in a sanitary kitchen, with due regard to their health and welfare.

The sanitary requirements deemed necessary for the proper sanitation of a restaurant insist that the premises selected shall be rat-proof; the floor of the kitchen shall be waterproof and properly drained; that the walls and ceiling of the kitchen shall be painted with two coats of lead and oil paint light in color; that all plumbing shall be installed in conformity with the provisions of the plumbing law; that the kitchen shall be adequately lighted and ventilated; that all smoke and cooking odors shall be carried from the premises by means of properly installed ducts; that proper lavatory and toilet facilities shall be provided for the employees of both sexes; that proper refrigerating and sterilizing equipment shall be installed; that food in the process of preparation shall not be exposed to contamination; that all openings into the premises shall be properly fly-screened and that finally, on compliance with the requirements, the premises be maintained in a sanitary condition at all times.

Sanitation Certificate

The restaurants of this city are operated under sanction of a "Certificate of Sanitation" issued only on compliance with above requirements and renewable annually, subject to re-inspection and rated as to sanitation on the basis of the score-card system used in the inspection of dairy farms and local milk processing plants.

The restaurant industry as a whole seems to appreciate the fact that establishments conducted in conformity with sanitary requirements invariably attract the more desirable patrons. Restaurant owners' organizations throughout the country are, therefore, keenly interested in measures that will improve their business, and judging from the articles published in their trade journals, intensely interested in the subject of restaurant sanitation. In response to a suggestion offered by a body of restaurant owners in this city, the health officer has directed that a sanitary survey be made of the public eating places of San Francisco with especial reference to the sterilizing processes in vogue and the efficiency of the refrigeration employed. This survey will also cover sanitary conditions in the various types of soft drink stands and soda fountains in operation throughout the city.

A "Judge" of Good Fish

Charles Burke, fisherman for fifty years by choice, and deputy county clerk for a quarter of a century or more by necessity, added to his laurels recently by calling the bluff of Judge Michael J. Roche of the Superior Court.

Burke and Judge Roche have been friends for years. Burke and the judge were discussing chillblains, Volstead, horse racing, baked ham, and jail sentences, when the topic of conversation naturally turned to fishing.

"Do you still fish?" Judge Roche asked.

"Do I still fish?" snorted Burke, "I have never missed a Sunday fishing in Marin county. Do I still fish? I'm the best fisherman, amateur or professional, in California. I don't bar anybody and I can beat 'em all, salt or fresh water. I'm going fishing again Sunday, and I'll bring you one."

"Mmm," sneered Judge Roche in his most judicial sneer (and when a judge sneers, he sneers). "I can eat all the fish at one meal you can catch."

Judge Roche forgot the conversation. But bright and early one morning Burke knocked at Judge Roche's chamber door. He was admitted.

"What you got in that bundle, Charlie?" asked the Judge.

"Fish for your dinner," replied Burke, "and you gotta do what you said you'd do, eat 'em all at one meal."

Burke then unwrapped sixteen horse smelt, each weighing about four pounds. "Here you be, eat 'em at one sittin' tonight," he added.

After Judge Roche recovered his judicial calm he compromised with Burke. The fish were stretched over a series of meals. Judge Roche even, toward the last, had to call in outside help to assist him in getting rid of the piscatorial delicacies.

Burke refuses to take anybody with him on his fishing trips. He will not disclose the secret of his success other than that he reads Issak Walton's Compleat Angler every day, baits his hooks with whale meat, and winks at the hook.

OLD GAS LIGHTS GOING

Removal of the last of the gas street lamps in the district south of Market Street, from Fifth to Army streets, and from Valencia to Potrero streets, recently was ordered by the Board of Supervisors. In their place the city ordered the installation of 400-candlepower electric lamps placed on ornamental standards with brackets. Supervisor William P. Stanton, chairman of the Supervisors' Lighting Committee, said the change is the forerunner of numerous others that by the end of the year will replace all gas lamps by electricity.

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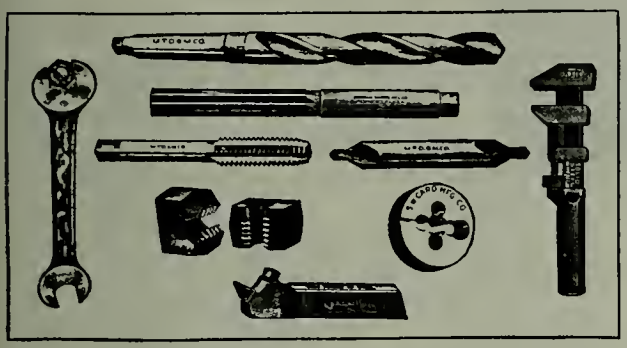

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The City's Street Car System

By FREDERICK BOEKEN
Superintendent, Municipal Street Railway

THE Municipal Railway has forty-three large type cars seating forty-eight persons and costing $7700 each, one hundred and twenty-five cars seating fifty and costing $7100 each, twenty-one cars with a seating capacity of thirty-two each, specially constructed center entrance cars to be used on Union Street with a maximum grade operation of nearly fourteen per cent, and costing $11,500 each; twenty 50-seat cars costing $16,500 each, and twenty-five 50-seat cars costing $19,200 each.

Cars Built in San Francisco

Twenty of the large type cars were built in San Francisco by the Holman Car Company (now out of business) and forty-three by the Union Iron Works of San Francisco.

The twenty-one center entrance cars were built by the American Car Company of St. Louis, Missouri, with the exception of one, which was built by Meister & Sons of Sacramento, as a sample car. This sample car was designed by the engineers with the object in view of procuring a car with air brakes to operate safely on the steep grades on Union Street, and to replace the old hand-brake equipment which had been operated on that street since the replacement of the cable line due to its destruction by the 1906 fire.

150 Eastern Cars

One hundred and twenty-five large type cars were procured from the Jewett Car Company of Newark, Ohio, and twenty-five large type cars from the St. Louis Car Company, St. Louis, Missouri.

The first forty-three cars that were built for the Municipal Railway, in 1912 and 1913, are somewhat different in design from the remainder of the large type cars, being only eight feet six inches wide, as against nine feet two inches of the later cars purchased. The seating arrangement of these forty-three cars is also somewhat different, having cross seats on one side in the closed section and seating two persons less per car.

Gray Colored Cars Unique

The gray color adapted for cars and busses is unique in street railway service.

All of the large type cars weigh approximately the same, 48,000 to 50,000 pounds each, and are equipped with four motors rating from 40 to 50 horsepower each, which are quite necessary in hill operation.

FREDERICK BOEKEN
Superintendent, Municipal Railway

THIS is the second of a series of five articles by Mr. Boeken that are dealing in detail with the various departments connected with the operation of a street railway system in general and the Municipal Street Railway of San Francisco in particular. This and the subsequent articles by Mr. Boeken are intended to give our readers an idea of the nature of the inner workings of a street railway organization.—The Editor.

The last twenty-five cars procured have air-controlled gates and step lights, features not connected with the older cars.

Every precaution was used in designing these cars to insure the safety and comfort of the traveling public.

In addition to the regular means of controlling them, they are safeguarded with conductor's air valve, to be used should the motorman suddenly become incapacitated, and emergency reverse as a safeguard against power stoppage or damaged air pipes, etc.

The trucks for the cars were procured from the J. G. Brill Company of Philadelphia, and the Baldwin Locomotive Works of the same city.

The finished style of the Municipal Railway cars, the fine lighting and interior trim, the roomy platforms which greatly facilitate the loading and getting away at congested places, the system of fare collection which permits of loading and unloading at both ends, the comparatively noiseless running of same (much of which is due to the fact that steel wheels are used in place of cast-iron wheels, more commonly used by street railways on account of saving in expense), and the care given to the upkeep and appearance of the rolling stock, have brought the most favorable comment from visitors, particularly street railway critics, from all parts of the country.

18 Busses in Service

In addition to the above passenger equipment, the Municipal Railway has eighteen busses, among which are included Whites, Pierce-Arrows, Macks and Fageols, with seating capacities ranging from eighteen to twenty-nine persons each, and which were purchased at a cost of $7600 to $9500 each.

The total invested in passenger cars and busses is more than $2,425,000, more than one-third of this equipment, or about $1,000,000 worth, being in use only three hours each day, or during peak-hour travel.

There is also invested in other equipment, including wrecking cars, grinding car, shop equipment, etc., more than $50,000.

The amount carried in stores used in the upkeep of this equipment is in the neighborhood of $41,000.

The increase in cost of these cars from $7100 to $19,200 in the past fifteen years is typical of all other expenses connected with street railway operation brought about since the war.

Care and Upkeep

The care and upkeep of this large number of cars and busses requires the services of one hundred and forty men, about sixty of whom are engaged in inspection and overhauling work, thirty-five in washing, cleaning and disinfecting and ten in painting. The remainder of the force consists of machinists, blacksmiths, carpenters, armature winders, garage men, etc.

Practically all the work in connection with the upkeep of the equipment is done in the shops at the car-barn, 2600 Geary Street.

Due to the large expansion of the Municipal Railway since its inception in 1912, the repair shop capacity is sadly overtaxed as the original construction was suitable for about seven-

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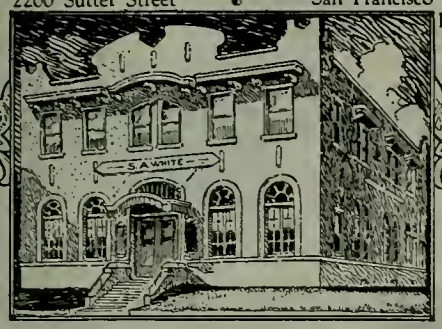

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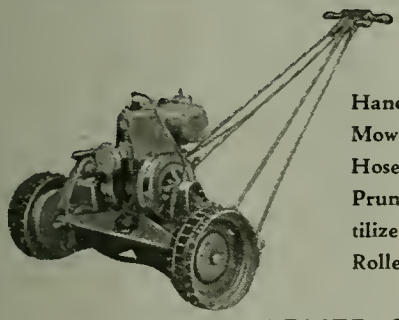

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The Municipal Railway buys practically all its electric power from the Pacific Gas & Electric Company. The cable system is nearly all underground, and power is furnished to the trolley from eight substations with more than forty feeder connections. These stations are so distributed that the drop in power in the more isolated or outlying districts is scarcely noticeable. This insures uniform speed as well as good car lighting.

The Municipal Railway's power bill paid to the Pacific Gas and Electric Company for the year was $481,000. During the same period $52,000 was paid to the Market Street Railway Company for power furnished, principally to lines on Market Street.

In the later construction of lines concrete trolley poles were used, amounting to more than one-half of the system. The conventional black paint used on the iron poles is giving way to aluminum, which presents a more pleasing appearance.

The superintendence of the overhead system also is taken care of by Mr. Bendel.

One of the sturdy gray cars of the Municipal Railway entering the car barns at 2600 Geary Street.

Problems of the City Attorney's Office

By SYLVAIN D. LEIPSIC
Assistant City Attorney

HUNDREDS of San Francisco's citizens daily tread the corridors of the City Hall going to and from the various departments of the city's government that are housed beneath the dome of one of the finest civic structures in the world. It is justly said that "San Francisco Knows How" when our City Hall and the entire civic center is considered.

The directories located in the City Hall inform those who do not know that the City Attorney's office is located on the second floor southeast, entrance room numbered 206. The words "City Attorney" are painted on the door in neat, clear-cut lettering. Here may be found Honorable John J. O'Toole, and his staff of assistants, legal and clerical.

An Efficient Staff

Modesty forbids the writer to comment upon the industry of this office and the ability of those who work there. None the less it may be briefly said that each day, and frequently at night and on holidays, too, are spent in the handling of the city's many legal matters, to-wit: consultations and conferences, preparing actions for and on behalf of the city and preparing the defense for actions and suits instituted against the city, writing opinions and briefs, replying to legal inquiries from other communities and officials, giving legal advice and doing numerous other things in connection with the work of the office.

JOHN J. O'TOOLE
City Attorney

When the Fun Begins

Among the many people who daily call at the City Attorney's office are those who mistake the identity and the purpose of the same. I refer to those who, and in many instances, innocently think and believe that the City Attorney's office is established for the purpose of aiding and advising all people in their legal problems and representing them in actions instituted against them. Some of these people are really funny and their problems humorous. It has been Mr. O'Toole's rule and order to all in his office since he has been City Attorney, correctly to inform mistaken people of their errors and to treat them with courtesy, and if possible without the taking of too much time, to advise them what is best for them to do with reference to their legal worries. This is simply a reflection of the man who is our City Attorney, for he is well known for his kindliness and consideration to all, particularly to the unfortunate, ignorant and misinformed.

Perplexing Inquiries

To cite a few of the inquiries made by the people last referred to. People have called to ask if they must pay their rent when they have had arguments with their landlords. Frequently, women will want to know what they should do when their laundries fail to return some of their washing. One day a lady called and wanted to know how she could get rid of her mother-in-law, who lived with her husband and herself and interfered with the management of her home. Leases and other written documents are often brought to the office with the request that we advise whether or not

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the agreements are fair. Always the papers have been signed and the parties bound by their own contract. The case of doing first and thinking after.

Segregating Callers

The most difficult problem in the reception room of the office and which taxes the charming lady in charge there, is to determine who really call on business and wish to see Mr. O'Toole personally. There are so many callers and deceiving characters who insist they have an appointment with the City Attorney or who assert they must see him in person. Usually, these are people (and frequently cranks) who fabricate and call for no other purpose than to waste time or inquire about some nonsensical matter which has nothing to do with the work of the office. The lady in charge has become well trained to recognize those who are callers at the office on matters of business and who really must see Mr. O'Toole. The wasters and others who call for no good purpose are either interviewed by an assistant city attorney or promptly dismissed—but courteously.

MANY people labor under the mistaken idea that the City Attorney's office is a clearing-house for their legal, financial and marital woes, says Mr. Leipsic in this article. Unfortunate, ignorant and misinformed persons are not given a deaf ear in that department, however, for the City Attorney, who is known for his kindliness and thoughtful consideration, has instructed his staff correctly to inform mistaken people of their errors, to treat them with courtesy, and, if possible, to advise them what is best for them with reference to their legal worries. It must require a deal of patience, though, when the City Attorney's attaches are called upon to solve such inquiries as what must be done when laundries fail to return the wash and how to get rid of a mother-in-law who is interfering with the management of a home.

What the general public does not know is this: The Charter of our city and county, ARTICLE V, CHAPTER II, SECTION 2, provides:

"The City Attorney" must prosecute and defend for the **City and County** all actions at law or in equity, and all special proceedings for or against the **City and County**; and whenever any cause of action at law or in equity or by special proceedings exists in favor of the City and County he shall commence the same when within his knowledge, and, if not within his knowledge, when directed to do so by resolution of the Supervisors. **He shall give legal advice, in writing, to all officers, boards and commissions named in this Charter,** when requested so to do by them, or either of them, in writing, upon questions arising in their separate departments involving the rights or liabilities of the City and County."

FORMER CHIEF O'BRIEN IS POLICE COMMISSIONER

FORMER Chief of Police Daniel J. O'Brien, one of the most popular men in San Francisco, has returned to the city's official family,

DANIEL J. O'BRIEN

and among those with whom he formerly was associated.

Sickness caused Chief O'Brien to relinquish the office as head of the San Francisco Police Department, but his health has improved to such an extent his physicians have allowed him to return to official life.

Mayor Rolph recently announced the appointment of the former police chief as a member of the Police Commission to succeed Commissioner Andrew Mahony, retired.

City officials and friends of the former chief were present at the July 22 meeting of the Police Commission to welcome Mr. O'Brien as he sat for the first time as a member of that commission. Mayor Rolph and Commissioner Theodore Roche paid high tribute to the former Chief of Police and officially welcomed him to the board. Mr. O'Brien, on formally taking his place on the commission, spoke highly of the efficiency of the San Francisco Police Department.

Commissioner O'Brien took his oath of office in the office of County Clerk Harry I. Mulcrevy.

A SNIPPY ANSWER PRODUCES DISTRESS

HENRY BRUNNER, registry clerk in County Clerk H. I. Mulcrevy's office, has vowed never again to give a snippy answer to a book agent. He has had a distressing experience.

A pretty young woman, who has been soliciting for magazines for ten years so that she may get enough money to go to college after she gets out of the second grade of grammar school, called at the Brunner home.

Brunner, eating dinner, had his coat off, and as a precaution against soup on the vest and spaghetti on the necktie, had one of his wife's aprons tied around his neck. When the door bell rang, Brunner, still wearing his apron, answered the summons.

"I have called to give you something for nothing" said the woman, in most dulcet tones. "I will give you, with one year's subscription to Blah, the magazine that should be in every home, this beautiful, handsomely bound leatherette book, hand-tooled, deckeled edge volume of prose and poetry. I—"

"Aw, g'wan," said Brunner. "I don't want any magazine and don't want any book. We got a book last year. Nothin' doing."

The beautiful young woman gave Brunner one of her most soulful looks and said sweetly, "Go back to the kitchen and do your housework, you big pill."

The door slammed.

"I'll never talk roughly to another book agent," sighed Brunner, as he made change, answeerd a legal question, picked up the telephone and registered an action, all in one movement. "They embarrass one so."

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Playground Commission Activities

By Veda Beresford Young, *Secretary*

SWIMMING is, unquestionably, one of the outstanding activities conducted by the Playground Commission.

When you realize that the water at the two swimming pools operated by the department is exceptionally pure and exceeds all requirements laid down by the Department of Public Health, the popularity of this sport readily can be attested. Excellent instruction is also a great incentive for the children to frequent the pools.

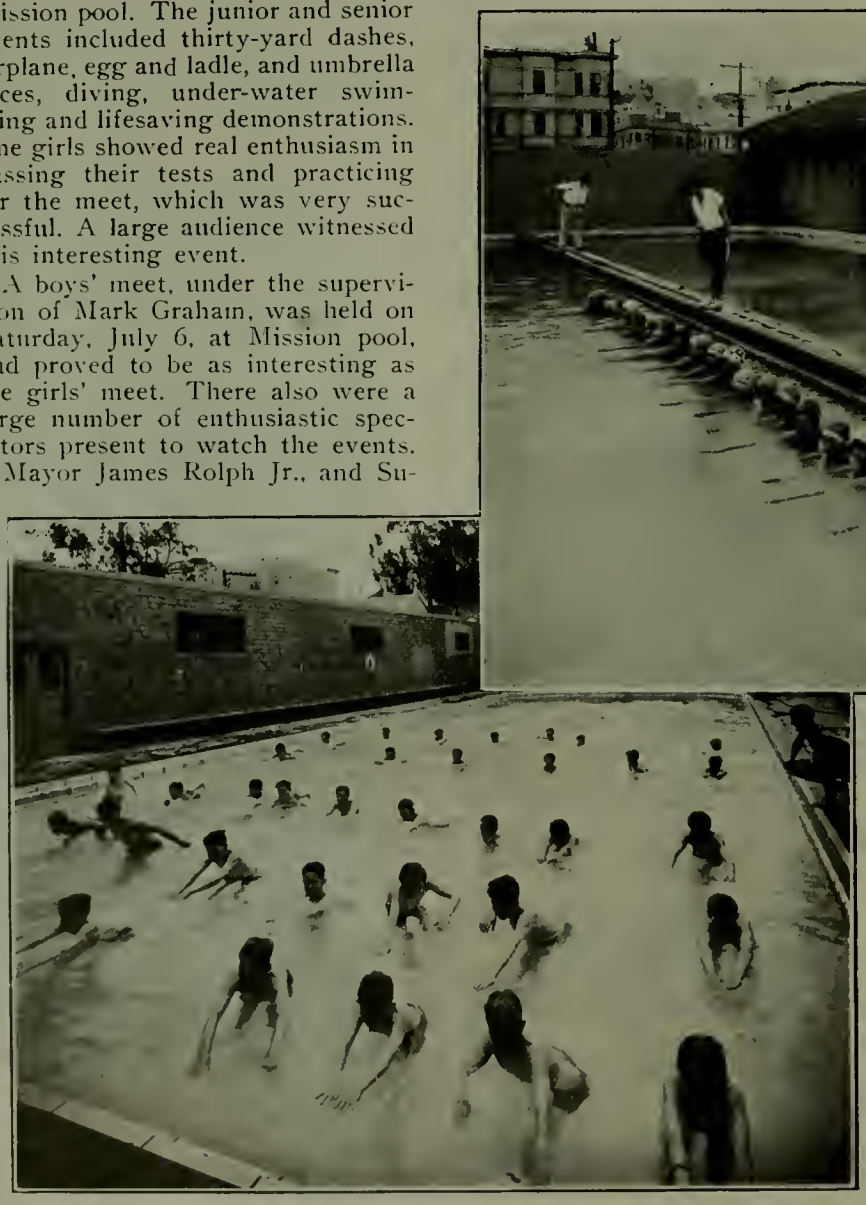
The Supervisor of Swimming, Miss Helen Wollang, held the Annual Girls' Swimming Meet on Friday, June 28, at 2:30 p. m. at the Mission pool. The junior and senior events included thirty-yard dashes, airplane, egg and ladle, and umbrella races, diving, under-water swimming and lifesaving demonstrations. The girls showed real enthusiasm in passing their tests and practicing for the meet, which was very successful. A large audience witnessed this interesting event.

A boys' meet, under the supervision of Mark Graham, was held on Saturday, July 6, at Mission pool, and proved to be as interesting as the girls' meet. There also were a large number of enthusiastic spectators present to watch the events.

Mayor James Rolph Jr., and Supervisors McGovern, Andriano and Toner, accompanied by several members of the Playground Commission and executive staff visited the Mission swimming tank and playground on the first annual inspection tour conducted by the department. The Mayor was especially pleased with his visit, which not only included his delightful reception at Mission Playground, but Southside and Chinese Playgrounds, Edison Schoolyard and the Dramatic Work Shop.

One of the most successful athletic activities held this year was the Annual Track and Field Meet in which 707 boys participated. The meet was won by Mission Playground, receiving fifty-one points, Edison placing second with thirty-six, Richmond third with twenty-seven, and Jefferson fourth with twenty.

The first Penny Piper Show conducted by the department revealed a great deal of talent and provided an opportunity for imaginative play. "The Frozen North," the subject selected by the boy winner from Richmond Playground presented a clever use of egg shells for Eskimo huts. "Heidi" was beautifully illustrated by the West Portal winner. The bathing scene from Douglas Playground, and especially the Japanese garden from Funston Playground were executed in an excellent manner.



Upper: Girls receiving swimming instructions at the North Beach Baths. Lower: Boys learning the first strokes in swimming at the Mission Baths.

Recently Edward Rainey, Executive Secretary to the Mayor, presented the certificates, ribbons, and other awards to the winners in the various tournaments and special events held by the department during the last few months in the City Hall Rotunda.

The writer has had the good fortune of having recently visited many of the outstanding recreation departments throughout the United States, as well as the National Recreation Training School and the office of the Playground and Recreation Association of America.

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A Novel Tour of the World

By Anne M. Farrell
Head of Fiction Department, Public Library

ANNE M. FARRELL

IF YOU are among those who cannot afford the luxuries of a round-the-world journey, peeping at mystic isles and forgotten lands, why not let Miss Farrell unlock for you the stubborn doors that guard the adventures of the earth? Go with her on the journey she has so delightfully and entertainingly portrayed in this article. You can make a world-wide journey without leaving your own fireside. Miss Farrell's articles always are interesting, but in this, "A Novel Tour of the World," she has outdone her former efforts.

—The Editor.

HIGH romance, and the open road! Gala travel folders, and reduced railway fares! The world and his friends prepare for a jaunt to mystic isles and forgotten lands, while the stay-at-home fitfully berates an unkind fate who wills that all mankind are not made to roam.

But there is a way to unlock the stubborn doors that guard the adventures of the earth, the librarian holds the key, so softly now, while we explore the world via the land of books.

Our Starting Point

With San Francisco as our starting point, we discover "Behind That Door" (Biggers) a city of intrigue and mystery which but whets our taste for the journey to come. We board a train for the south and soon are trodding Hollywood's Boulevard with "Merton of the Movies" (Wilson) as our escort. In the Santa Fe country in the Southwest we hear that "Death Comes for the Archbishop" (Cather), so we leave and wander toward the Windy City, Chicago, with "The Girls" (Ferber).

But time is short and we arrive in New York after an overnight train trip. At first we are confused by the noise of the city, the blatant glare of the electric lights and the incessant rush of the inhabitants. However, we soon find our way about and in the Ghetto hear the mournful strains of "Humoresque" (Hurst), while on Broadway we see "Butterfly" (Webster) from the "Nigger Heaven" (Van Vechten) of one of the greatest theatres in America.

We're Sailing Away

Our sailing date arrives, and with regret we wave a farewell and settle down to enjoy the Atlantic. After a day we feel like veritable "Deep Sea Warriors" (Lubbock) and the trip is all too short. After a short delay with the customs we are motoring toward London. In London, the Bobbies and the traffic rules intrigue us, and we view the social elect at "No. 5 John Street" (Whiteing), and the perils of the underworld in "Limehouse Nights" (Burke).

In the light of the late afternoon we find ourselves in a quaint little street that seems echoing with memories of the things that were. We find on a doorstep a tiny volume, "The Little House" (Dawson), a poignant tale of the little street.

In Rural England

The next few days we rush about through rural England with a copy of "Doomsday" (Deeping) tucked under our arms and scurry along the cliffs of Wales in search of a "Golden Arrow" (Webb). We even manage a trip over to Ireland, where we meet an old friend "Handy Andy" (Lover). In Scotland "Christine" (Barr) is our hostess, and a very charming one, too, but we tear ourselves away, and reach England in time to fly to the continent.

We loiter in Belgium awhile visiting "The Professor" (Bronte) and thence into Holland where "Eve" (Maartens) points with pride to her tulip beds. "Martin Schuler" (Wilson) welcomes us to Germany, and we become veritable sightseers, hearing the romping music of von Weber and drinking the pale prohibitive liquid, topped by billows of white foam.

In the Northern Countries

In Norway we find "Shallow Soil" (Hamsun) so hurry away to Sweden where we are entertained by the "Minister's Daughter" (Dixelius). We are fascinated by the life in these northern countries, but France is calling and we journey south again, stopping for a moment only in Switzerland to call on "The Forest Schoolmaster" (Rosegger).

Then at last we are in Paris. Playing about in Montmatre with "Conrad in Quest of His Youth" (Merrick). "Consuelo" (Sand) finds us and whisks us away to rural France to see "The Country Doctor" (Balzac). A desire to see the land of the bullfighters and the handsome Alfonso takes possession of us and we cross the Pyrances with a man in a "Three Cornered Hat" (Alarcon).

Off for Italy

Italy is our next goal and there "Don Orsino" (Crawford) appoints himself host, and we wander with him amid the grandeur that was Caesar's. In Venice we discover that it is a "Foregone Conclusion" (Howells) that we cannot get to Florence, so we write to our friends there and say that we will return in "An Indian Summer" (Howells) to see them. Just as we leave Sicily we meet "Corleone" (Crawford) who tells us that in Russia she ran across a "Secret City" (Walpole) and found some "Black Diamonds" (Jokai) in Hungary.

We are "Disenchanted" (Loti) in Turkey so we hurry away to Egypt where "The Weavers" (Parker) show us about the bazaars and narrow streets, heavy with mystery. A much too hurried journey takes us to Arabia where we view with amusement "The Cigarette-makers Romance" (Crawford) and then to the Holy Land where we re-read Wallace's powerful story, "Ben Hur."

In Persia we are entertained by a recitation of "The Adventures of Hajji Baba of Isaphan" (Morier) and vow to return again to this fascinating land.

We are amazed to find that travel in the Orient is not so difficult as we had been led to suspect, and are pleasantly surprised to find "Mr. Isaacs" (Crawford) waiting for us

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in India with a roving commission to show us about. He took us to tea "Under the Deodars" (Kipling) and it was his friend "King of the Khyber Rifles" (Mundy) who warned us not to miss "The Casuarina Tree" (Maughan) when we visited the South Sea Islands.

Australia was delightful, and made more so by "The Recollections of Geoffrey" (Kingsley) who told many quaint tales of this fascinating island.

Back on American Soil

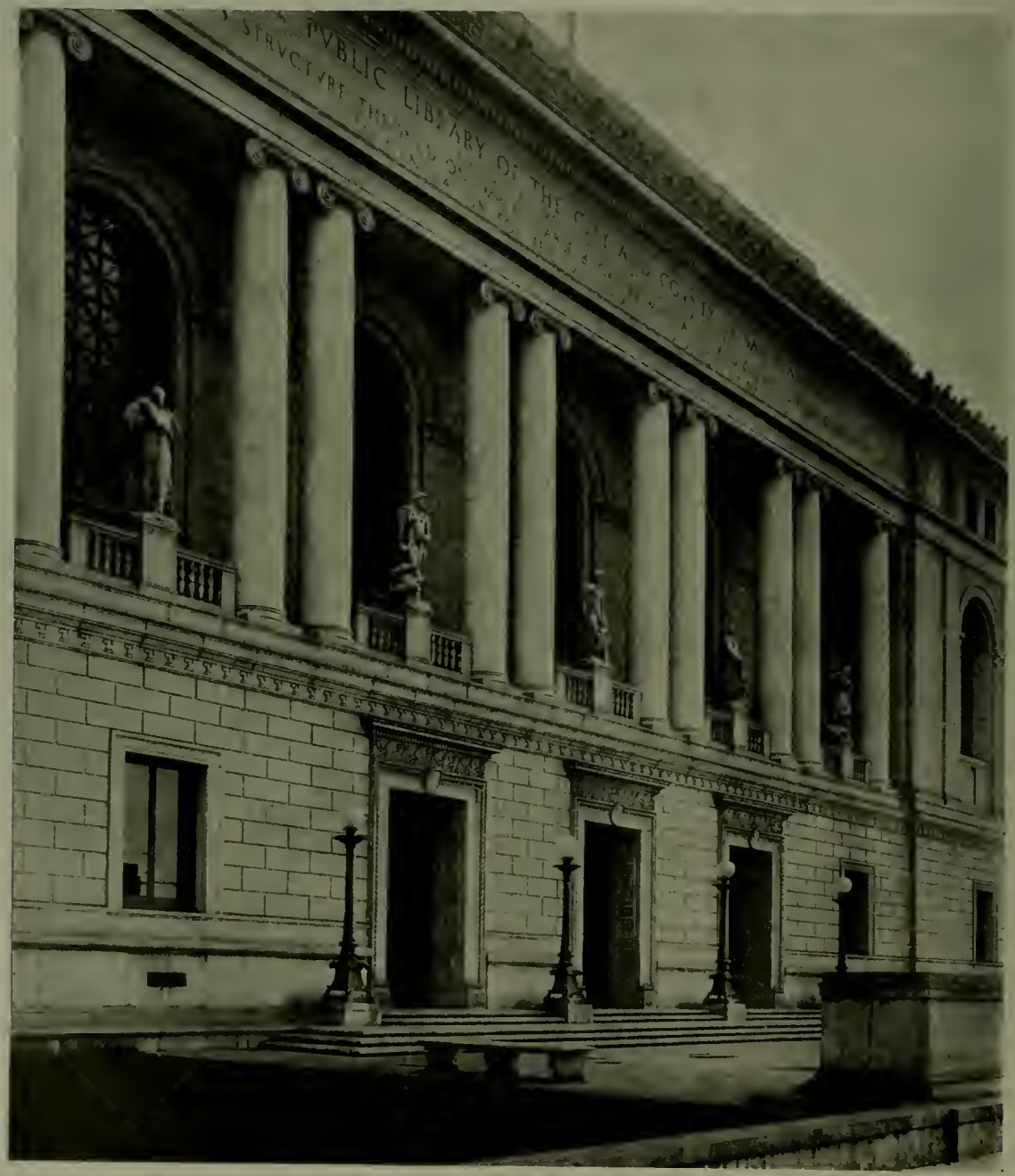
We felt like waving flags and huskily singing "The Star-Spangled Banner" when we reached the Philippine Islands, the first American soil we had touched since leaving New York. We saw many interesting sights there including a man with a "Twisted Foot" (Rideout) as we walked "Straight Down the Crooked Lane" (Runkle) to embark for China.

"It Happened in Peking" (Miln) that "Wang the Ninth" (Weale) told us that "The Feast of the Lanterns" (Miln) was about to be celebrated, but unfortunately we had to go on to Japan where "Madame Chrysantheme" (Loti) had arranged a special performance of "Madame Butterfly" (Long) for our benefit.

Homeward Bound

It was a sad day when we realized that vacation was growing to a close and we must embark for home. On the Pacific we waved to a passing "Transport" (Glenn) bound for the Orient. On board our ship there were many interesting people, particularly a San Franciscan who had spent the previous summer in Alaska. "The Alaskan" (Curwood) she told us is a most friendly person and the country itself abounds in great natural wealth. She said that on her way home from Alaska she had met in Canada a most interesting "Prospector" (Connor) and his "Prairie Wife" (Stringer).

Through the Golden Gate and we are Home! We awake with a start to replenish the fire which has burned low. No gala folders, no dusty trains! An armchair by a fireplace, a cherished pipe and a friendly book. Romance and the open road, the highway of adventure.



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OFFICE EMPLOYEES' ASSOCIATION NO. 13188, A. F. OF L.

By WILLIAM T. BONSOR

SALARY setting under the Standardization Act is the all-important matter of deep concern to the city employees. Following adoption of the classification by the Board of Supervisors, the Civil Service Commission was requested to submit to the board a proposed schedule of compensations in accordance therewith. The commission promised the Board of Supervisors its report in due time. The commission is still in the midst of this work. The board has the power to accept, reject or amend the salary proposals of the commission. It did not have power to amend the classification which prevented an earlier adjustment and forced the employees to waive many objections and accept an unsatisfactory classification.

The aggressive battle of the Labor Council and this union prevented passage of a classification in a much more unfavorable condition from the city employees' standpoint. It was the insistance of Labor, through this Association, that compelled the mandate of the Charter to be followed in the allocation of positions pending classification. This is an all-important part of the procedure. It was intended by the commission to allocate positions after the setting of salaries which would have placed numerous office workers in the position of not knowing where they stood, placing them at an unfair advantage as to salary setting. The Charter provides that compensations be not lowered as of September, 1924. Labor has secured the promise of extension of this period to date. Among other advantageous things secured by Labor in the classification was the writing into same of positive protection for all existing civil service rights for all employees, including exemption from promotive examinations to the point where previous examinations have qualified one. We also secured elimination of the humiliating designation "Junior."

However, it is quite possible that the real battle has not yet begun. This may come in the matter of salaries and the Labor movement of this city is ready and determined to make it, if necessary, to the end that conditions secured be not broken down for those now in the employ of the city or those who may enter this employment in the future. We know that certain forces seek to break down prevailing conditions and lower prevailing salaries and particularly so in regard to future city employees.

WILLIAM T. BONSOR

This standardization was adopted by the people for the purpose of paying equal pay for equal service in all departments and to prevent individual favoritism. At no stage of standardization was the matter of economy discussed, so this is not to be an economy standardization. The Charter provides that: "The Board of Supervisors, through the Civil Service Commission . . . shall cause a schedule of compensation to be proposed, under which like compensations shall be paid for like services, with due regard to prevailing economic conditions, and to all other compensations paid in the city and county service," which evidently means that the basis for fixing such compensations must be looked for in the economic conditions prevailing here and the corresponding compensations paid in the various departments of the city government, and that no other basis existing elsewhere is to be taken into account for the purpose of equalizing and standardizing salaries in our city and county employments.

In spite of this language in the Charter the commission asks that data be submitted on compensation paid in San Francisco, or in cities having a similar standard cost of living. The Labor Council and its affiliated unions have adopted a resolution refusing to approach the question in this manner and also refusing to submit the data asked on the ground that it is unnecessary under the Charter and is simply a useless waste of time which is now valuable if salaries are to be standardized.

The Charter also provides that: "Department heads and employees shall furnish such information as may be required for such classification, grading and standardization," which means that information furnished by department heads and employees of the city shall be sufficient on which to base the proposed schedule of compensations, so that recourse to other sources of information is unnecessary if not altogether barred. We see no reason for using the services of the Bureau of Governmental Research, which neither is a part of the city government nor represents any of the departments or the employees. Yet we find the bureau vigorously engaged in the salary-making set-up. The city employees and their representative unions with the Labor Council do not intend that this institution, not involved, set the wages of the city workers. The employees, their representatives in conjunction with the city officials given the salary-setting power, are capable and fully qualified to deal with this problem which concerns them alone and surely not the Milpitas salary-cutting benevolent society.

SAN FRANCISCO WINS A. A. U. SWIM MEET

SAN FRANCISCO has won the national A. A. U. swimming championships, it is announced by Henry Ingwersen, swimming commissioner of the Pacific Association of the A. A. U.

The meet will be held at Fleishhacker Pool, starting August 22 and closing August 25. Scores of America's most noted swimmers of both sexes will compete in the various title events.

The Public Welfare Committee of the Board of Supervisors, composed of Supervisors Milo F. Kent, Andrew J. Gallagher and Frank J. McGovern, has agreed to finance the pretentious preparations for the meet as a big advertising medium for San Francisco's cool summer weather. Thousands of swimming fans from all over the nation are expected to come here for the national meet.

A general committee appointed to handle the city's participation in the arrangements includes Joseph R. Hickey, chairman; Henry Ingwersen, William M. Coffman and Frank R. Geis. Mayor James Rolph, Jr., will name a Citizens' Committee of 100 to organize the official reception and entertainment programs.

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ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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DAVID P. HARDY, THE BOARD OF EDUCATION'S EXECUTIVE OFFICER

ENTHUSIASM for the development of one of the finest systems of education in the country and understanding of the requisites for this achievement characterize the work of Deputy Superintendent David P. Hardy. His is the enthusiasm and understanding which come from long association with the school system of this city. Upon graduation from the University of California in 1912, Mr. Hardy became instructor of mathematics in the San Francisco schools. Since that time he has served in various capacities on the Board of Education. He was vice-principal of the High School of Commerce when appointed to fill the office of Deputy Superintendent upon the organization of the business department of the Board of Education as a separate unit of offices.

Seven Departments

All activities of the Educational Department are under the direct control of the superintendent of schools who is the executive officer of the Board of Education. The work of the Board of Education is divided into seven departments; the business department is one of these departments.

When the Business Department was organized in 1924, Mr. Hardy was given jurisdiction over all that pertains to the finances involved in operating the school system. The department is responsible for the wise distribution of the funds entrusted to it; for this an intimate knowledge of the departments which comprise the educational system is necessary. Well equipped with the knowledge of the problems, possibilities and needs of the school system, gained from active connection with many of its branches, makes Deputy Superintendent Hardy an efficient executive for this department.

Department Reorganization

The reorganization of the Business Department was sorely needed to facilitate the adequate functioning of an ever-increasing staff. Many improvements are directly due to Mr. Hardy's faculty for operating this vast project of dealing with the finances of a municipal enterprise. Numerous branches function under Mr. Hardy, each branch headed by a specialist in the particular work handled, such as purchasing agent, whose work it is to take bids on supplies; manager of supplies and equipment, directly interested in the distribution of supplies; paymaster; superintendent of buildings and grounds; accountant; and various other branches, together with the usual contingent of office helpers who make up the force of workers.

Four Lines of Activity

Four distinct lines of activity are carried on. The first is the purchase and installment of all equipment and supplies required in the schools. Negotiations for the construction of the new warehouse soon to be erected at Harrison Street, between Tenth and Eleventh, are also carried on through this branch. The new three-story loft building, covering 30,000 square feet of ground, is to cost $65,000. The old frame building which has served the purpose of storage house has become a liability because of danger of fire which would involve a loss of about $70,000, the cost of the inventory of supplies kept on hand.

The maintenance and operation of school buildings and grounds is the second activity of the department. Payment of salaries for civil service people, and of expenses for repairs and alterations of buildings are attended to. The cost of alterations and repairs required is computed and estimates and plans for the work are then submitted to the Board of Supervisors who pass upon the advisability of the work and costs involved before the work is begun.

Accounting and Auditing

The third activity pertains directly to finances; that is to the accounting and auditing of all moneys expended for various purposes, such as the salaries of teachers and persons employed on the school staffs. The preparation of the annual budget, now amounting to ten million dollars, is the work of this branch of activities. Of this sum $7,000,000 is paid out for teachers' salaries; $1,700,000 is spent annually for new buildings and the balance is expended for the operation and maintenance of schools and grounds. Only $400,000 is spent annually for the upkeep of the buildings, which represents efficient management as it is less than two per cent of the value of school property, now amounting to $25,000,000.

The planning of new buildings is the fourth activity. Upon considering the construction of a new building, Mr. Hardy acts between the school authorities and the architect. Usually those who need a new building estimate that they need one about twice as large as is actually required; and the school board upon examining into the matter submitted are often inclined to underestimate the size and equipment of the building required.

TECHNICAL ENGINEERS' UNION

By J. L. SLATER, JR.

IT is rather unusual for Bob McHugh not to go away from the city during his vacation. We heard that he spent his holidays visiting his favorite dentist right here in town.

John Hanson spent a couple of weeks on the Russian river. According to reports from the Right-of-Way Agent's office, John cut many a caper up there.

Another surveyor to stay in town during his vacation was Coughlan, who frequented the local golf links "from sunrise to sunset, from sunset to dawn." Jerry says it was worth it as he now shoots a 74—for nine holes.

Schlappi was the first one in Room 354 to take his vacation this year. John went to Ben Lomond, where he idled away his time reading his sine and tangent book.

Several of the boys have visited McCarthy recently. He still has a rather high fever, but reports say he appears to be his old self. Here's hoping for a quick recovery, Rajah.

Carlson took his wife and boy through Southern California for two weeks. He stated he found things quite reasonable in the southland and Tia Juana. Just what he referred to we have not been able to ascertain.

Hatman and Olson spent a few days in the office recently compiling field notes. Bill entertained us with several stories and ditties about the Spanish war. Andy started to tell some about the Civil War, but the 1 o'clock bell struck, so he had to quit just as he got started.

Some of the boys visited Inspector Fisher who has been seriously ill in St. Luke's hospital. They reported Bill a very sick man at this writing.

Abrahamsen played the local links for a week, but Mrs. Al finally won out so they went to Guerneville for the remainder of his vacation.

The field assistant who put a cut in the sidewalk in front of my garage the other day did a nice job of it. I almost broke my neck over it one morning running for the car. It appeared to be a sample of Stonecutter Muller's handicraft.

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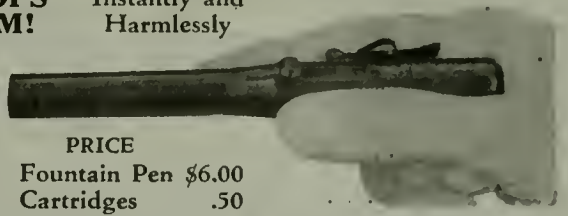

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MUNICIPAL ORGANIZATION OFFICIALS

CIVIL SERVICE ASSOCIATION

The San Francisco Municipal Civil Service Association meets at California Hall, Room 403, Turk and Polk Streets, on the second Tuesday night of each month, at 8 o'clock.

Ivan Flamm, President; Daniel V. Drew, Vice-President; Edward M. Coffey, Recording Secretary; Charles W. Meyer, Financial Secretary; Percy R. Hennessy, Treasurer; William P. O'Connor, Sergeant-at-Arms.

The Executive Committee, Daniel J. McGloin, Chairman, meets on the third Wednesday night of each month, at 8 o'clock, Room 228, City Hall. Edward J. McDevitt, Assessor's office; John I. Bradley, Auditor's office; Alfred A. Baptist, County Clerk's office; Daniel J. McGloin, Recorder's office; William J. Carr, Sheriff's office; Edward C. Harrington, Tax office; W. J. Buttgenbach, Treasurer's office; A. G. Knight, Department of Elections; Joseph A. Roney, Department of Electricity; Thomas F. Gavan, Coroner's Department; W. A. Robison, Clerks, Board of Works; Ivan Flamm, Engineering and Architecture, Board of Works; George E. Bosch, Janitors, Board of Works; J. George Thoma, Department of Health; Hans Warncke, Department of Health; William McMahon, Janitors, Department of Education; Marguerite Mackall, Clerks, Department of Education.

Ex-officio Members—Past Presidents John W. Rogers, Charles M. Wollenberg, James J. Beatty, Daniel J. McGloin, John Hannan, John I. Bradley, George E. Bosch, Chester L. Balliette.

Trustees—Homer Warren, Chairman, Tax office; James J. Beatty, Municipal Railway; Morris F. Harris, Assessor's office; Daniel J. Leary, Auditor's office; David J. Power, Sheriff's office; James J. Lynch, Board of Supervisors; Gladys Pollack, Health Department.

SAN FRANCISCO PRINCIPALS' ASSOCIATION

Carl A. Anderson, President; Mrs. Emma W. Maland, First Vice-President; Harry G. Hansell, Second Vice-President; Miss Susie A. Ward, Secretary; Dr. I. C. Hatch, Treasurer.

Directors—Charles C. Danforth, Charles A. Simonds, Morris H. Levy, Miss Lucy Cotrel, Miss Elizabeth E. Kelly, Miss Bertha J. Klaus.

Meetings are held on the last Monday of each month at the Women's City Club, Post and Powell Streets.

MUNICIPAL CARMEN'S UNION

Edward D. Vandeleur, President; W. H. Wilson, Vice-President; Thomas Foley, Recording Secretary; Daniel Hanley, Financial Secretary.

THE TEACHERS' ASSOCIATION OF SAN FRANCISCO

Joseph J. Nourse, President; Miss Nellie C. Sullivan, Vice-President; Miss Frances A. C. Mooney, Secretary; Miss Miriam Eisner, Treasurer.

Meetings are held on the third Monday of each month, at 4 p. m., Redding School.

OFFICE EMPLOYEES' ASSOCIATION

S. J. Rosenblum, President; Andrew Geggus, Vice-President; William A. Hamilton, Second Vice-President; William T. Bonsor, Secretary and Business Representative; Sid Hester, Treasurer; Thomas Riley, Guardian.

This Association meets on the second and fourth Wednesdays of each month at Progress Hall, Labor Temple.

PER DIEM MEN'S ASSOCIATION

The San Francisco Per Diem Men's Association meets at Carpenter Hall, 112 Valencia Street, near Duboce Avenue, every Wednesday evening at 8 o'clock.

William Horan, President; E. Powers, Vice-President; F. J. Ferguson, Recording Secretary; D. A. Ahern, Financial Secretary; F. Donigan, Treasurer; J. Boyce, Sergeant-at-Arms.

Trustees—J. O'Neill, M. Moran, William Coakley. Auditing Committee—T. Daugherty, S. Heenan, W. F. Mock.

TECHNICAL ENGINEERS' AND DRAUGHTMEN'S UNION

John J. Casey, President; Louis J. Bailey, Vice-President; John F. Coughlan, Recording Secretary; Ivan Flamm, Financial Secretary; Edward Burke, Treasurer; Howard Miller, Sergeant-at-Arms; Andrew Olson, Guide.

Meetings are held on the first Wednesday evening of each month, at 8 o'clock, in Progress Hall, Labor Temple.

THE TEACHERS' FEDERATION OF SAN FRANCISCO

Paul J. Mohr, President; H. P. Dole, Vice-President; M. Gertrude Roddy, Recording Secretary; Miss Marcella Glazier, Financial Secretary; Cornelius A. Davis, Treasurer.

Meetings are held on the second Monday of each month at Room 227, City Hall.

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AFTER he came into the world at Sacramento some time between the discovery of gold in Sutter Creek and the inauguration of the Wright Act, Leslie C. Tubbs, now one of San Francisco's best known insurance men, started to travel. His first journey landed him in San Francisco, where he attended the old Lincoln Grammar School.

Some years later (in 1898, to be exact) Les had saved enough money to take another trip. That one landed him in New York, where he spent a year as a dry goods clerk. From there he went to Galveston, Texas. He spent some months there as a "call boy" on the Cotton Exchange and decided, right there and then, that San Francisco was the greatest city in the world. He returned home.

In 1916 Mr. Tubbs entered the insurance business, his career having included six years with H. M. Newhall & Company, General Agents. At present his offices are at 216 Mills Building, and he sells plate glass, automobile, burglary, accident, casualty, bonding, liability, marine and life insurance. He protects his clients with automobile insurance in the American Automobile Insurance Company of St. Louis, Mo., the largest exclusive automobile insurance company doing business in the United States. The company has a capital of $1,000,000,000, with a surplus to policyholders of more than $3,708,000. Mr. Tubbs believes in giving his clients the best of protection, and therefore places his automobile business with the biggest and best, the reliable "American of St. Louis."

LESLIE C. TUBBS

Mr. Tubbs represents the Western States Life Insurance Company, and in June was second on the list of state salesmen with the largest volume of insurance business sold for the month.

Mr. Tubbs belongs to the Lincoln Grammar School Association; he was one of the organizers of the famous Portola Dragoons, and was the leading organizer of the crack drill team of local lodge, No. 3, B. P. O. E. Aside from that, he is vice-chairman of the San Francisco Insurance Brokers' Exchange.

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KNOWN AT THE HALL

WE'LL pass over details of the facts that Charles D. Steiger of the Steiger & Kerr Stove & Foundry Company, Eighteenth and Folsom Streets, was born South o' the Slot; that he attended the old Lincoln Grammar School; that he is a member of that school's famous association and that he organized Stanford Parlor, Native Sons of the Golden West.

Charley's dad, Charles R. Steiger, came round the Horn in 1849, and the next year became associated with the Vulcan Iron Works. About sixteen years later the younger Steiger announced he was going to "follow in Dad's footsteps," and with that he walked into a foundry business, announced that "I know my cast iron," and has been going along in that line ever since.

To prove that Charley really knows his cast iron let it be said that on June 15, last, his 125 employees, headed by Andrew Kerr, marched into Charley's office and presented him with a beautiful diamond-studded Elks' pin, mute token of the esteem in which they hold the man who, for fifty years, has been the guiding head of the Steiger & Kerr business.

Around the City Hall Charley is known as one of the Best Persons on Earth (B. P. O. E.). For the last six years he has been busy making up traffic signal parts after the designs were submitted by Ralph Wiley, Chief of the Department of Electricity.

Mr. Steiger has but one hobby, and that is a real one—he's one of the city's keenest judges of good cigars.

ENGINEER PROMOTED

Announcement is made by Arthur B. Shelby, general manager of the Calaveras Cement Company of San Francisco, of the addition to their executive staff of J. E. Jellick, well-known engineer in concrete construction and for the last three years manager of Pacific Coast offices of the Portland Cement Association, to the position of manager of advertising and promotion for the Calaveras Cement Company.

Mr. Jellick was formerly with the Los Angeles County Road Department and the Wyoming State Highway Department as senior resident engineer and district engineer, respectively. He received his education at the University of Idaho.

J. E. JELLICK

As regional manager for the association, Mr. Jellick directed the activities of the five district offices in San Francisco, Los Angeles, Portland, Seattle and Vancouver, British Columbia. He brings to the Calaveras Cement Company a wide experience in concrete construction.

MR. McCABE TRANSFERRED

Fire Commissioner William P. McCabe has been transferred to the Civil Service Commission by Mayor James Rolph, Jr. Mr. McCabe succeeded Commissioner John F. Davis, whose term on the Civil Service Commission expired July 1.

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The Municipal Employee

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INSPECTING THE NEW UNIFORMS OF THE SAN FRANCISCO POLICE MOTORCYCLE PATROL

Left to Right: Don V. Nicholson, Assistant Secretary, California State Automobile Association; Supervisor Charles F. Todd, Chairman of the Traffic Committee, Board of Supervisors; Mayor James Rolph, Jr.; Chief of Police William J. Quinn, and Officer Arthur Burk of the Motorcycle Patrol.

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EDITORIAL PAGE

Mills Field Expansion

ALL forward-looking groups in San Francisco agree that a great deal more money must be made available for the expansion of Mills Field and that the money must be appropriated by the Board of Supervisors or come through a bond issue effort. In the meantime it must be admitted, despite the handicap of limited funds, Mills Field has made a great deal of progress and has become established as one of the most progressive airports in America.

THE MUNICIPAL EMPLOYEE submits that Mills Field must be given a fair chance to grow apace with the marked development of commercial aviation and that the one way to achieve this is to provide the way and means to get sufficient funds for the development work required to keep the San Francisco airport in the front rank of the country's flying fields.

Mills Field's growth under the pinch of limited finances, has been retarded somewhat when compared with other competitive airports given more funds with which to operate.

The log at Mills Field shows a constant gain in business every month since it began operations nearly two years ago. The revenue steadily has increased, although it will take many years for any airport to become self-sustaining. There are now thirty-five planes of all types that make their base at Mills Field and business is increasing each day.

With the limited funds available Mills Field has attracted the public commendation of leaders in the aircraft industry. The Government of Australia, after an official survey of scores of American airports, adopted the Mills Field plan as a model for a contemplated string of airports all over Australia. The world's foremost aviators from time to time publicly have commended the plan of equipment of Mills Field. Colonel Lindbergh, a frequent visitor to Mills Field, took occasion to commend the airport and to classify it among the best in the country. The Colonel is a strong advocate of bigger airports. So are the members of San Francisco's Airport Committee—Supervisors Milo F. Kent, Andrew J. Gallagher and Frank J. McGovern.

While there are now at Mills Field 40,000 square feet in hangars, every inch of that space is occupied by permanent tenants. The Airport Committee has on hand applications for 105,000 square feet of additional hangar space.

We are not oversensitive to criticism, but we must have more money and the fullest coöperation from all elements if Mills Field is to expand as it should to meet the future demands of commercial aviation.

* * *

Lessening Street Car Accidents

A PLAN for public benefit that cannot be too highly commended is that of the Municipal Railway (discussed elsewhere in this issue), aimed to cut down the number of accidents on its lines, and, as a necessary accompaniment, the cost to the city in payment to those injured.

The Railway's plan makes the matter of these costs secondary, its purpose being, primarily, to protect citizens and to reward the motorman who, by vigilance and action, does protect those whose carelessness menaces themselves and the motorman.

Ray W. Taylor, claim agent for the Municipal Railway, is enthusiastic over the survey. He is convinced that it not only will lessen accidents, but will improve the morale of the employees, giving deserved recognition to the records of the accident avoidance by employees.

* * *

Helping the Blind?

ARE YOU doing your bit to help the blind? City Purchaser of Supplies Leonard S. Leavy recently was appointed by Mayor James Rolph Jr., to head a $125,000 drive for the San Francisco Association for the Blind; a sum that is badly needed to reopen Blindcraft factory, which was shut down for lack of funds.

Blindcraft is run on the help-the-other-fellow track. It does not operate to make money. Its main purpose is to give employment to deserving blind men and women.

Elsewhere in this issue appears an article by Elmer M. Stover, a blind employee of Blindcraft. Read it and then ask yourself: "Have I given to Blindcraft?"

His Sixtieth Milestone

Many Happy Returns of the Day

To the Best Mayor of the Best City in the World

MAYOR JAMES ROLPH, JR.

"Hello, Jim!"

"Hello, George!"

Those were the greetings of Portland to San Francisco and San Francisco to Portland Friday night, August 23, when Mayor George Baker of Portland and Mayor James Rolph Jr., of San Francisco, exchanged radio greetings.

Their birthdays fall on the same day—August 23—and for years they have exchanged greetings and sent good wishes, formerly by telegraph, of late years by radio.

August 23 was a jolly day at San Francisco's City Hall. The Municipal and the Police bands, augmented by many musicians who are old-time friends of Mayor Rolph, serenaded the City Hall at 10 o'clock in the morning. Birthday calls were continued all day.

Scores of friends, not sure of the date of Mayor Rolph's birthday, wrote letters for a week, wishing the Mayor many happy returns of the day. Cables were received from Australia and Finland, and telegrams from many cities in the United States and Mexico.

San Francisco's Billion-Dollar Values

For First Time in History of This County's Assessed Valuation of Improvements Exceeds Assessed Valuation of Land

By Assessor Russell L. Wolden

Photo by Bushnell
RUSSELL L. WOLDEN

FOR purposes of illustration, below is quoted a paragraph from my Annual Report dated July 9, 1928:

"The Assessor's Office faces the new fiscal year in an improved condition. The Board of Supervisors, with the approval of the Finance Committee, have granted an increase in the annual appropriation for the conduct of this office. It is appreciated; it will redound to the benefit of the taxpayers."

It is gratifying to be able to report that the operations of this office for the fiscal year that has just ended justify the prediction made a year ago, which has been quoted in the foregoing paragraph.

Certain constitutional and statutory enactments render it practically impossible to submit a comparison of the total assessed values of this roll with that of previous years, except in a detailed fashion.

The net result of the roll can be more quickly understood when it is realized that at current tax rates the revenue yield of this year's roll exceeds, the tax levy of 1928, by approximately $825,000.

Detailed Discussion of General Divisions of the 1929-30 Non-Operative Taxable Roll

Real Estate Rolls (Totals Supplied by Auditor's Office)

(A) Land Values	$349,519,450	
Improvement Values	350,010,040	$699,529,490
Total for 1928		685,323,583
Increase in assessed valuation of real property		$14,205,907

The 1929-30 Real Estate Roll reflects over thirty thousand valuation revisions effected by the Assessor's office. These revisions are in strict accordance with the established policy of the office to strive always for a proper allocation of the tax burdens of the community.

Attention is directed to the fact that for the first time in the history of this county the assessed valuation of improvements exceed the assessed valuation of the land. This is worthy of particular comment when it is remembered that there was no major building project of any consequence in the business district to augment the 1929 values.

That the improvements will continue to be the largest contributing factor to the revenue roll is problematical.

Income-Creating Element

In a general sense the building on the land is the income-creating element, but, presence or absence of income is not the determining factor in assessment matters. If it were, unimproved lands would be tax free.

Within the present confines of this city and county there are but forty-two square miles of land—and, a variety of causes has had the effect of steadily diminishing the area of taxable land. In the past ten years, despite the fact that the area of land subject to local assessment has steadily diminished, the assessed valuation of land has increased from $297,744,425 in 1919 to $349,519,450 in 1929. The increase of $51,775,115 is equal to 17 per cent of the entire land assessment of 1919.

The total assessed valuation of improvements for 1929-30 is $350,010,040, as against $184,756,781 in 1919. This is an increase of $165,253,259 in ten years. In other words, building valuations of 1919 have been increased practically 90 per cent.

Insofar as improvements are concerned there is this to be considered: standards of living have undergone great changes, particularly since the war. Houses and flats that were regarded as models of comfort and convenience in 1916 are today in a different category. The income-expectancy of thousands of structures has been materially lessened because of public demand for accessories that ten years ago were unheard of. The absence of such facilities as automatic refrigeration, radio wall plugs, heating facilities, and garage space, materially reduce the income-expectancy of structures that a few years ago were considered as highly desirable.

All of the foregoing are value-influencing factors in every large city, and all have their place in assessment determination. The possibilities of a continued annual increase in the assessment roll depends, in a large measure, upon the fluctuating importance of such factors.

(B) Tangible Personal Property

Between the first Monday in March and July 1, there were filed in the Assessor's office 183,389 Personal Prop-

erty Declarations. The total assessed value of tangible personal property was $104,889,393.

The bulk of the laws governing taxation of personal property were passed twenty-five years ago. The economic changes, improved standards of living, and the spread of installment buying, as well as shrinkage in purchasing power of money, that have featured the past quarter of a century, have combined to produce monumental problems in the assessment of personal property.

Each year sees a steady gain in the revenue produced from taxation of personal property. In a metropolitan city such as this there are thousands of citizens whose only direct contribution to the revenues of the municipality is through payment of a personal property tax. The Assessor's office collected in taxes on tangible personal property not secured by real estate $3,509,203.90 for the year.

(C) Intangible Personal Property

Approved by the people in 1928 of constitutional amendment, and subsequent statutory enactments by the 1929 session of the Legislature, established a new basis of assessment and preferential rates of taxation on solvent credits and taxable securities.

The changed basis of assessment is responsible for consequential increase in assessed valuations of this class of property, but the preferential rates of taxation established by the Legislature were such that there was not a corresponding increase in revenue.

Each $1000 in Solvent Credits assessed in 1929 produced $1 in revenue, whereas on the 1928 basis, although the assessed valuation would have been less, the revenue accruing would have been $2.96 greater. On securities the $1000 assessed in 1929 produced $2 or 97 cents less than would have accrued on a $100 assessment in 1928.

Administrative Policies

It is a recognized fact that the public generally comes in closer contact with the Assessor's office than with any other municipal office.

For this reason the practice and policy of this office must be to seek constantly to provide the public with the service to which they are entitled.

It is a source of genuine satisfaction to report several noteworthy advances along that line for the year that has just closed.

1 This year it was possible to establish substations throughout the residential districts for the convenience of the public in filing personal property returns. Deputies were posted in twenty-five strategic locations in neighborhood shopping centers and thousands of housewives, instead of making a trip to the Assessor's office in the City Hall, were enabled to file their Personal Property Declarations in the neighborhood of their homes. This was an experiment, but the popular approval which it met with encourages the hope that the principle can be applied to a greater extent next year.

2 Of even greater service to the public was the telephone collection drive made in the closing days of the personal property season. More than 3000 taxpayers were notified by telephone that they had overlooked payment of personal property taxes. Undoubtedly one of the factors in the increased collections made by this office this year was this use of the telephone, and, further, a genuine service was rendered the taxpayers.

Modernized Practices

For the first time in the history of California an unsecured personal property tax roll has been prepared by mechanical means. The importance of this cannot be exaggerated. The reduction in time consumed in compilation, the accuracy of the result, and the generally improved appearance of the roll are of minor importance. The vital point is that the time and labor thus saved can be diverted to other matters in the office—matters which, in the past, because of time limit set for completion of certain acts relating to assessment and taxation, it has not been possible to give the attention to that revenue possibilities justified.

The details of a triplicate receipt system were perfected in this office, which has simplified certain of our own administrative problems, and other municipal departments have been quick to realize its advantages and adopt the same method.

Personal Property

A minor matter—but one which will ultimately result in consequential saving to the city—has been the reduction in size of the personal property declaration form. For years past this form has measured 17 x 11 inches. The 1929 form measures 8½ x 13 inches, and has met with enthusiastic support of all the taxpayers, particularly the business houses.

Legislation

Aside from the statutory enactments relating to taxation of intangible securities the 1929 session of the Legislature passed two measures of vital importance to San Francisco.

The first of these was a Constitutional Amendment, which will be submitted to the voters in 1930, relating to the taxation of motor vehicles. This measure, known as Senate Constitutional Amendment No. 18, was introduced by Senator Daniel C. Murphy of San Francisco. Approval of this amendment was vitally necessary because of another measure that was urged in competition with Senator Murphy's bill. Had the competing measure been passed San Francisco would have faced the loss of practically $1,000,000 annually in county revenue now derived from taxation of motor vehicles. Such a revenue curtailment would have added to the burden of property owners.

A statutory revision, the need of which has long been recognized, was effected by the Legislature of 1929 in making it possible for the Assessors of every county to submit at the close of the assessment period a complete roll of unsecured personal property on which taxes have not been collected by the Assessor. The Assessment Roll of 1929-30 includes this new feature, and, judged by results obtained in the past when the Assessor's office completed these collections "out of season" consequential revenue should accrue from this "uncollected roll." The collections last year by this office under this heading totaled $127,000.

Prospects and Problems

The budget allowance granted the Assessor's office for the coming year is such that it is unlikely that 1929-30 results will equal the 1928-29 accomplishments. It cannot be denied that the Board of Supervisors, in view of the financial problems of the day—problems which are national in scope—were forced to exercise caution in their appropriations. Every effort will be made to function as efficiently as funds allocated will permit. More than 80 per cent of the gross revenue of San Francisco originates in the Assessment Roll—and the Assessment Roll originates in the Assessor's office—the fund-finding branch of the municipal structure. Whenever the functioning of this office is handicapped by insufficient appropriation every municipal development is retarded, and the people of San Francisco, taxpayer and non-taxpayer alike, are penalzied.

Viewing the matter from a wholly impersonal standpoint one comes to realize that no other department in the municipal organization has the problems, the obligations, and the responsibilities that this office has, and in the last analysis, the potential scope of operations are determined by operating funds allocated to the office.

The City's Street Car System

By FREDERICK BOEKEN
Superintendent, Municipal Street Railway

THE Municipal Railway in the work of "conducting transportation," requires the services of 980 platform men—including thirty bus drivers, thirty-six inspectors (which class includes car dispatchers, line inspectors, receivers and car starters), one Chief Assistant Superintendent and two Assistant Superintendents.

The inspectors are recruited through a promotional examination from the ranks of the conductors and motormen, and in turn from the rank of inspectors are obtained the men in charge of the instruction and timetable departments.

Instruction Department

The instruction department is in charge of one chief and one assistant instructor whose duty it is to see that all men received for platform work are properly trained and competent to perform those duties. When new men are employed they are first referred to the Chief Instructor, who places them on cars with experienced conductors and motormen for the purpose of "breaking in." The conductors and motormen selected by the instructors for this work on the different lines of the system, are men whose record for safety, care and attention, not only of the public but of the property of the Municipal Railway, is of the best.

EUGENE W. CLISBEE
Chief Assistant Superintendent, Municipal Railway

It is necessary that men qualify for duty on all lines. Ordinarily this requires about twelve to fifteen days for conductors and eighteen to twenty-two for motormen who are inexperienced, and seven days for men with previous street railway experience, to become competent to operate a car safely on all of the twelve lines of the system. This instruction includes also a thorough knowledge of equipment and requires of a student the ability to locate and adjust minor car failures, etc. After new men satisfactorily have qualified for duty, their work for a period of six months or so carefully is checked by both line inspectors and the instruction department, and occasionally it is found necessary to send men back for further coaching and instruction.

High Record Maintained

The Municipal Railway has always maintained a very high record, if not the highest record for safety in the United States as shown by the record covering seventeen years of operation. Much of this has been due to the high class of men procured and the care used in training these men during their probationary period.

THIS is the third of a series of five articles by Mr. Boeken that are dealing in detail with the various departments connected with the operation of a street railway system in general and the Municipal Street Railway of San Francisco in particular. This and the subsequent articles by Mr. Boeken are intended to give our readers an idea of the nature of the inner workings of a street railway organization.—The Editor.

As the men procured through Civil Service examinations must be citizens of the City and County of San Francisco for a period of one year prior to the taking of an examination, the floating element, which is so detrimental to any enterprise, is eliminated from consideration.

Examinations Are Rigid

Examinations are rigid, the physical tests being practically the same as are given to applicants for police and fire department positions and while there is no age limit for platform men, it is rare that any one over 40 years of age is able successfully to pass these tests. Dishonesty on the part of conductors is almost unknown, only eighteen having been discharged for dishonesty in the last seventeen years. Much of the high percentage of honesty and efficiency of employees is due to the elimination of the floating class above mentioned, the high rate of pay, etc.

FREDERICK BOEKEN
Superintendent Municipal Railway

One of the most difficult tasks in the transportation department is the making up of the time schedules. Many things must be taken into consideration by the men in charge of this work.

Needs of the Public

The needs of the public, of course, is the most important thing to be considered. Other important matters are, fixing of headways as near equal on the various lines in accordance with number of passengers carried with due regard given to uniformity of service, establishing time points with proper running time allowed which must be sufficient to permit of complying with the ordinances regulating speed, to allow the crews time necessary to cope with traffic delays which are constantly increasing, more autos being in use each year and more automatic traffic signals being installed.

In addition, there are numerous requirements in connection with the working conditions of the employees such as over-time, restrictions, one day of rest in seven and length of the day's work. Proper regard must be given to adjust the service, particularly in non-rush periods to allow of economical operation and elimination of waste at the terminals.

Timetables

Timetables are constantly being changed to meet varying conditions of travel and seasonal requirements, vacational periods, and other conditions. Estimates of costs of operation of proposed new lines and re-routing are

based on tentative schedules prepared in this department of the railway. Emergency schedules must also be gotten out on short notice to meet the demands of convention crowds, special events, parades and various other deviations from the regular routine. In all, thirty-five timetables are in use on the system including weekdays, Sundays and Saturdays, with a total of 2875 trips and 28,750 miles run daily.

Passengers' Welfare

While there are complaints and suggestions made from time to time regarding equipment or condition in which street repairs and tracks are kept, by far the main thing the traveling public seems to be concerned in is the manner in which service is maintained and the attention to their welfare by the men responsible for the actual operation of the cars.

A large amount of detail is connected with this branch of the business: the preparing of time schedules, the work of line inspectors on the streets in looking after the service, the assignment of runs by car dispatchers, including the daily work of 250 platform men, vacations, leaves of absence, sickness, etc., in addition to which is the work in connection with the handling of the public during special events. Much confusion and annoyance to the public is caused by parades and in some cities they are banned from the principal streets and rightly so.

Leader in Mileage

Due to the co-operation and good work of the men responsible for the repair and upkeep of the cars and the ability of the platform men and inspectors to adjust minor car troubles, the Municipal Railway is one of the leaders in regard to mileage per car failure, averaging more than 10,000 miles per car failure or turn-in, other than turn-ins due to accidents, in which car becomes disabled. Two hundred and ten cars are operated daily in the rush hour.

Chief Assistant Superintendent Eugene W. Clisbee is in charge of transportation. Mr. Clisbee entered the service of the Municipal Railway in December 1912 as an experienced motorman, was promoted to position of inspector in July 1913, Assistant Superintendent in May 1918, and Chief Assistant Superintendent in May 1925, and has had, in all, twenty-six years experience in street railway work.

Playground Commission Activities

By VEDA BERESFORD YOUNG, *Secretary*

THE Playground children of San Francisco have forgotten their school program of "Reading, writing and arithmetic" during the busy and eventful vacation season.

Baseball, swimming, picnics, handcraft, aviation, story-plays, dramatics and numerous activities have been in the arena these past eight weeks.

Now, here's a real "Lindy" plane, Paul Tescher, center, is telling Colin Fraser, left, and Thomas Fraser, right.

One of the foremost activities was the picnic schedule which made it possible for the directors to take eighty groups of from twenty to forty-five children to points of interest in the Bay Region. Mission, James Rolph, Jr., and Richmond Playgrounds each had two very successful trips down the Peninsula, and took large groups on each occasion.

Baseball Tournaments

Eight hundred and one boys entered the two baseball tournaments. James Lick Playground won in one of the Junior Divisions, while Funston Playground won the Intermediate and Senior Divisions.

Under Miss Georgine Fink's expert guidance many story-plays were presented by the children on a number of the playgrounds. The children took such perfect delight in presenting just such stories as "Jack and the Beanstalk," "Snow White and the Seven Dwarfs" and "Red Riding Hood."

Hundreds of boys entered the third annual "Lindy" League miniature aircraft meet and exhibition of scale models. Forty carefully designed miniature airships made by the skillful hands of the playground boys were on exhibition in the Civic Auditorium on Friday, August 9, 1929.

Contest Winners

The following are the winners of this contest:

Junior division.—1. Albert Ong,

Chinese Playground, 10 years. 2. James Richards, Presidio Heights Playground, 12 years. 3. William Gonien, Mission Playground, 12 years. 4. Raymond Ramsey, Mission Playground, 11 years. 5. Arthur Klang, Mission Playground, 11 years.

Intermediate division.—1. Samuel Jong, Chinese Playground, 15 years. 2. Horatio Randall, Richmond Playground, 14 years. 3. Kenneth Miller, Richmond Playground, 14 years. 4. Evans Klingner, Richmond Playground, 15 years. 5. Joe Cazesus, Hamilton Playground, 15 years.

Senior division.—1. Richard Hirsch, M. S. Hayward Playground, 16 years. 2. Ray Johnson, Southside Playground, 18 years. 3. Quong Gin Cheong, Chinese Playground, 16 years. 4. Eldred Segal, Richmond Playground, 18 years. 5. Tong Fly Wing, Chinese Playground, 16 years.

The finals of the Indoor Meet were held in the Civic Auditorium Friday evening, August 9, at which time a large audience witnessed a very interesting program. Supervisor Milo F. Kent, Chairman of the Airport Committee, was chairman for the evening. Uda Waldrop, City organist, played several numbers which were especially appreciated. Captain Stanford E. Moses, Aeronautical consultant, and

VEDA B. YOUNG

associate editor, "Pacific Flyer," and Captain William Royle, of the Royle Air Lines, each gave an interesting aviation talk. Pictures showing some of Colonel Charles A. Lindbergh's famous flights, also gliders, and "Knights of the Air" added a great deal to the evening's program. The sensational part of the program was unquestionably the actual flights of the indoor models, particularly those remaining almost five minutes in the air by circling around an indefinite number of times. The planes which "took off" the water also proved of especial interest to the spectators.

SAN FRANCISCO'S AIR-MINDED YOUTH

William and Evelyn Rowbery of the Laguna Honda Playground, left, at top, with picture of their aviation hero, "Lindy." Right, top: Aviation models ready to rise off water at Civic Auditorium "Lindy" League contest. Standing—Ed Norman; Kneeling—Ralph Holflich; Sitting—Robert Kretz. Samuel Jong Chinese Playground, bottom left, winner of the scale model contest, "Lindy" League. And, little Anita Lloyd, holding one of the scale models exhibited at the Civic Auditorium.

Outdoor Meet

At the Outdoor Meet great interest was shown in the models rising off Spreckels Lake. The other events including hand-launched models, those rising off land, and models furnished with power other than rubber, were held in the large stadium near by. Several boys employed powder and fire crackers to send their planes into the air—it was intensely interesting.

The winners of the Indoor and Outdoor events are as follows:

Indoor meet:

Junior division, Event I, Hand Launched.—1. Kenneth Miller, Richmond Playground, 3 minutes 53 seconds duration. 2. Paul Tescher, Funston Playground, 3 minutes 43 seconds duration.

Senior division, Event II, Hand Launched.—1. Glenn Hainer, Hamilton Playground, 4 minutes 54 seconds duration. 2. Arthur Johnson, James Rolph Jr. Playground, 4 minutes 53½ seconds duration.

Junior Division, Event III, Fuselage models rising off ground.—1. Paul Tescher, Funston Playground, 1 minute 33 seconds duration. 2. Ed Norman, Folsom Playground, 46 seconds duration.

Senior Division

Senior division, Event IV, Fuselage models rising off ground.—1. Peter Stackpole, Chinese Playground, 2 minutes 21½ seconds duration. 2. Arthur Johnson, James Rolph Jr. Playground, 41 seconds duration.

Junior division, Event V, Rising off water.—1. Paul Tescher Funston Playground, 44 seconds duration. 2. Ed Norman, Folsom Playground, 41 seconds duration.

A group of happy Mission Playground children leaving for a picnic down the Peninsula

Senior division, Event VI, Rising off water.—1. Peter Stackpole, Chinese Playground, 1 minute 19 seconds duration. 2. Ivo Chasseur, Folsom Playground, 13 seconds duration.

Outdoor meet:

Junior division, Event I, Hand Launched.—1. Paul Tescher, Funston Playground, 56 4/5 seconds duration. 2. John Sisich, Spring Valley Playground, 46 seconds duration.

Senior division, Event II, Hand Launched.—1. Wing Tong, Chinese Playground, 61 seconds duration. 2. Arthur Jacobs, Richmond Playground, 41 seconds duration.

Junior Division, Event III, Fuselage models.—1. Paul Tescher, Funston Playground, 15 2/5 seconds duration. 2. Evans Klinger, Richmond Playground, 4 seconds duration.

Senior division, Event IV, Fuselage models.—1. Arthur Johnson, James Rolph Jr. Playground, 7 seconds duration. 2. Peter Stackpole, Chinese Playground, 5 seconds duration.

Senior Division, Event VI, Rising off water.—1. Arthur Johnson, James Rolph Jr. Playground, 17 2/5 seconds duration.

Junior division, Event VII, Motive power other than rubber.—1. Paul Tescher, Funston Playground, 2 seconds duration. 2. Evans Klingner, Richmond Playground, 1 1/5 seconds duration.

Senior division, Event VIII, Motive power other than rubber.—1. Arthur Johnson, James Rolph Jr. Playground, 3 seconds duration. 2. Ivo Chasseur, Folsom Playground, 2 seconds duration.

The following were of great assistance in making the meets the success they were: Earl Vivell; Captain F. M. Bartlett, General Manager Curtis Flying Service; D. H. Hughes, Secretary-Manager Junior Junior Chamber of Commerce; E. W. Davies; Blair Foster; Frank Flynn, Acting-Secretary N. A. A.; Allen Bonnalie; Mr. Gilmore, Acting Chief, Air Corps, Washington, D. C.; Captain Ferguson; Lieutenant-Colonel Gerald C. Brant, Crissy Field Air Corps; Bart Stephens, acting Superintendent Mills Field; Eugene Dunivant, Assistant to Superintendent of Mills Field; Edward Pike and J. McFadden, Boy Scout Headquarters.

Ships of every conceivable type were made by the playground children in anticipation of the Harbor Day program sponsored by the Junior Chamber of Commerce. Spanish galleons, Chinese junks, steam boats, yachts, and numerous boats varying in size from a few inches to over three feet were on display in the Merchants Exchange Building for Harbor Day.

The summer program has certainly been a very busy and interesting one on the playgrounds, and as a result the return to school for many children was met with great reluctance.

County Clerk's Office

EDWARD HALLINAN, Deputy County Clerk under County Clerk Harry I. Mulcrevy for several years—ever since Hallinan quit professional baseball—has been promoted by Mulcrevy to the position of Superintendent. He succeeds Robert Munson, who has been promoted to Chief Deputy County Clerk. Hallinan was a star third baseman for the Sacramento Club of the Pacific Coast League and played also with other Pacific Coast clubs, including the San Francisco Seals. Hallinan once was with the St. Louis Nationals. An injured arm compelled him to quit baseball while still a young man.

* * *

James A. Wilson, Deputy County Clerk, and Past Grand President of the Native Sons of the Golden West, has notified Registrar of Voters Charles J. Collins that he intends to be a candidate for City Treasurer when the time for filing nomination papers arrive, September 16. Mr. Wilson recently retired from the grand presidency of the Native Sons at their annual state convention in this city. He has been active in municipal affairs for many years.

* * *

Ed. Gilson, in charge of the Probate desk in Mr. Mulcrevy's office, spent most of his two weeks' vacation in Marin County searching for a lost treasure. Two years ago he lost a valuable package and every year he searches for it.

* * *

Al. J. Walcott, Deputy County Clerk, is back at his desk in City Hall thinking with mingled joy and sadness of his vacation spent in Mexico. With three other adventurers, Walcott set out for Tia Juana. Everything went as merrily as the traditional wedding bells until one member of the party decided it was time to break up a craps game. The vacation was curtailed because of the financial stringency that developed in the party. The vacationist that tried to break the bank was far from popular on the hurried trip back.

A Fireman That Knew No Danger

By CHARLES R. BODEN

THE British steamer "Tahiti" was lying off Pier 33 on the San Francisco seawall on February 28, 1922, getting ready to load cargo and pull off in a few days for Liverpool.

The ship had been thoroughly fumigated that day, the deadly fumes of cyanide had been wafted through all parts of the boat below decks, so that everything might be spick and span when the stevedores were ready to load the cargo.

At 5:30 o'clock in the afternoon, thinking the poisonous gas had disappeared by ventilation, L. Frechelli, a seaman, went below to prepare for the reception of cargo. He hardly reached the bottom of the ladder, when he toppled to the ground, unconscious. George Archbold, another seaman, seeing the awful predicament of his comrade, rushed to his rescue. He had time to reach the form of Frechelli, when he, too, fell helpless to the deck.

A third seaman, J. Newton, also braved the murderous fumes in an endeavor to aid the stricken sailors, and he was also knocked out by the deadly gas.

By this time all the officers and crew of the "Tahiti" had gathered, but no one seemed able to suggest a means of rescue. Driven to desperation, several sailors made quick rushes into the death chamber, but returned hurriedly, only to drop unconscious to the upper deck. They were brought to a hospital, and Captain G. H. S. Brown, deciding that three men were enough to sacrifice for one day, ordered the other members of the crew to desist from further attempts to rescue their comrades.

By this time officials of the Police and Health Departments of San Francisco arrived on the scene, but they confessed inability to get the men safely to the upper deck.

Finally a still alarm was turned in for the Fire Department, and Captain John F. Kearney, acting Battalion Chief for that day, and Truck No. 13 came on the scene.

As Captain Kearney stepped down from his Chief's automobile, he was warned by Dr. R. L. Thompson of the Emergency Hospital Service that the three men were dead and that it was sure death for anyone to go into the hold.

Disregarding the physician's advice, Kearney immediately realized that a smoke helmet or gas mask would solve the problem. He ordered his driver to rush to the Fire Department Corporation Yard, about a mile away, to secure the desired apparatus.

JOHN F. KEARNEY
Battalion Chief

THIS interesting narrative of a fireman's bravery in the face of imminent death was furnished THE MUNICIPAL EMPLOYEE through the courtesy of Attorney Charles R. Boden, former well-known San Francisco newspaperman and son of the late First Assistant Chief Michael Boden of the Fire Department. For many years Mr. Boden has been active in helping and befriending the firemen of San Francisco. Since November, 1927, he has been one of the capable assistants to Public Defender Frank J. Egan, having won some notable cases for that department of the city government.—The Editor.

As he arrived at the Corporation Yard, the foreman told him that there were no smoke helmets in service, that the helmets had been condemned by department officials, and directed him to a huge junk heap to the rear of the building. There Captain Kearney found innumerable helmet parts piled in the tangled, disorderly heap.

Thinking of the three men in the hold, he resolved to take a chance. Picking up a part here and a part there, he hastily assembled a helmet. His driver, in the meanwhile, telephoned Superintendent Samuel Bermingham of the Corporation Yard, seeking authority to use the helmet, but that official said Captain Kearney was using the helmet at his own risk.

Hurrying back to the ship, Captain Kearney adjusted the helmet, and with a rope around his waist, entered the hold. He fastened the end of the rope around Archbold's body, and he was pulled to the surface. By that time some connections in the helmet had worked loose and gas entered the fireman's mouth. He quickly ran to the top of the ladder, pulling the helmet from his head as he did so. Greatly revived by copious draughts of fresh air, he again went down into the depths.

This time the rope was tied around Frechelli's body and, after he was lifted to the deck, Newton was likewise brought up. The three sailors were rushed to the near-by Harbor Emergency Hospital, and Captain Kearney joined them there a few moments later. He fell exhausted after the third sailor was lifted to the surface and, on being given medical attention, was sent home.

Two of the men, Frechelli and Newton, were too far gone and died that night at the hospital. Archbold, however, quickly recovered and shortly after left for his home in Australia in the best of health.

For his act of valor, Captain Kearney, who is now a Battalion Chief, was presented the gold Scannell medal for bravery by the City and County of San Francisco.

Imagine his surprise a few months later when the British Consul called on him and pinned on his breast a gold medal, sent personally in the name of King George V, from London.

Chief Kearney is officially credited on the books of the Fire Department with the saving of eleven lives during his sixteen years in the Fire Department. On September 4, 1911, he rescued E. Engstrom, a member of the crew of the "Star of Iceland," from the waters of San Francisco bay. For this act he also received two medals, a gold Sullivan medal from the municipality, and the bronze medal of the California Swimming and Life Saving Association.

He is married and has three children. At present he is commanding the Third Battalion in the San Francisco Fire Department.

Finance Committee of the Board of Supervisors. Supervisor Franck R. Havenner, chairman, center; Supervisor Milo F. Kent at left and Supervisor Charles J. Powers at right.

Guardians of a Great City's Treasury

UPON the shoulders of the Finance Committee of the Board of Supervisors the people of San Francisco have placed a real burden—the burden of providing adequate funds through taxation and other sources of income and this without increasing taxes to such an extent that they would be prohibitive.

Although it is true the people of the city do not directly elect the finance body, it most surely is of the people as it is composed of three members of the Board which of course was directly placed into office by popular ballot. When the election results are finally officially told, the newly elected supervisors, together with the half remaining from the old board, caucus and select their various committees.

Heedful of Public Opinion

Needless to say the Supervisors are heedful to public opinion and the most important of all committees on the Board, that dealing with the city's financial problems, is carefully considered and the best men available get this job—and a job it is. The Finance Committee gets no more in compensation than the other members but it does ten times the work.

In the particular instance of the present Finance Committee, composed of Supervisors Franck R. Havenner, Chairman, Charles J. Powers and Milo F. Kent, it is the general opinion that no better selection could have been made by the Supervisors. Chairman Havenner has refused to be jostled by the mob into promises of favors at election time, but has conscientiously and honestly tried to keep the municipal fiscal ship on even keel. That he has succeeded is well known. The present committee reduced the tax rate the first year in office and the rate continues to be where the committee agreed it must be fixed if San Francisco is to progress.

Duties Many and Varied

The duties of the Finance Committee are many and varied.

Early every spring a call is issued by the chairman to all city department chiefs to start preparation of a budget containing the estimated financial needs of their offices for the fiscal year which begins on July 1. These budget estimates are almost invariably in excess of those presented by the same department in previous years. The departments honestly believe they cannot get along on less money than set down in their estimates.

Level-Headed Committee

Someone has to change their minds about the whole thing and that job goes without fail to the Finance Committee. In cutting down greatly increased budget requests, the Finance Committee must keep a level head and go about the job calmly in order that no friction results and the machinery of government does not slip a single cog. This job the present committee has done with a finesse and with diplomacy. Admiration has not only been expressed for the work of this body by members of the city's official family, but downtown business men who are not particularly eager to praise the present supervisorial body have also uttered unstinted praise.

After department chiefs have rendered their reports, the huge task of chopping gets under way and in reality it is a nerve-wracking work. Night after night the midnight oil is freely

burned and no thought of surcease enters the minds of the committeemen until a report is presented to the Board for approval. When it is presented the general public must be called in to have its say. This procedure is mandatory under the City Charter. The budget then must be finally adopted before the first Monday in June. The taxes of the city are then levied on this budget before the third Monday in September.

The demands of city departments are not the only ones which cause the committee worry. The members of the Board forming other committees are equally zealous in securing funds for various "pet projects" and they are difficult to manage in some cases. In any event the general public will probably agree that any body trusted with the allocation of more than $36,000,000 in funds annually to run our city must have a job on its hands.

Watch Your Step, Speeders!

THE pathway of reckless speeders and motor car thieves will be more difficult than ever in San Francisco after September 1, according to orders sent out by Chief of Police William J. Quinn to members of the Motorcycle Side-Car Corps. This corps, numbering ninety men and fourteen motorcycles equipped with side cars, will cover the streets of San Francisco twenty-four hours each day.

Instructions to the officers provide for particular attention to the operations of speeders and motor car thieves taking advantage of darkness.

Street Patrol

During periods of wet weather motorcycle officers are unable to ride motorcycles, thus leaving the streets unprotected in many districts. Under the new order of things one motorcycle side-car manned by two men will patrol the streets of each police district. Through the teletype system numbers of stolen automobiles are flashed to every police station within a few minutes.

The system arranged by Chief Quinn makes it possible for the entire squad of men to assemble at any given point within twenty minutes, the first car arriving within two minutes. Roads leading out of San Francisco can thus be blocked against the escape of motor car thieves.

Official Review

The first official review of the new corps was held August 4 and the men inspected by Mayor James Rolph, Jr., Chief of Police William J. Quinn, Supervisor Charles F. Todd and D. V. Nicholson of the California State Automobile Association.

During peak hours of traffic the Motorcycle Side-Car Corps will assist the Traffic Squad, under Captain Charles Goff, in handling traffic problems and accidents. Every car is equipped with a first aid kit and the men are being trained in first aid treatment. They will likewise be instructed in the use of machine guns, shotguns, tear bombs and hand grenades to meet any emergency situation that may take place in the city at any time during the twenty-four hour period.

Organization of the corps was recommended some months ago by Chief Quinn and supported by the Traffic Law Enforcement Board upon the theory that such an organization could greatly assist in further minimizing traffic deaths in San Francisco.

The men of the corps are being equipped with special uniforms and have been trained by Captain William G. Sweet, U. S. A., and Sergeant Thomas P. McInerney.

The city's record, according to Chairman Todd of the Traffic Committee of the Board of Supervisors, of 158 deaths in 1927, 127 in 1928 and 42 for the first six months of the present year, indicates a betterment of more than 50 per cent. Other cities with an equal population are showing increases of approximately 10 per cent.

Police Sergeant Thomas P. McInerney (saluting), in charge of the new Motorcycle Police Patrol, reporting the Company to Chief of Police William J. Quinn

San Francisco's Municipal Camp

By Ashley Turner

FORMER President William Howard Taft, now Chief Justice of the United States Supreme Court once made a remark that not only was original but was pat. Visiting San Francisco he said:

"San Francisco knows how."

To which a later generation has added: "And how!"

All of which leads up to the very patent truth that San Francisco does know how to do things in a big way.

In 1924 the San Francisco Playground Commission, thanks to the kindly and sympathetic and intelligent cooperation of the Board of Supervisors, established a municipal camp or summer recreation center at Mather, Tuolumne county. The camp was named Margaret Maryland, but is more generally known as Camp Mather.

The Playground Commission's camp at Mather is exceptional in many ways. Unlike many private resorts that are operated for revenue only, the San Francisco summer camp has a chef that is a cook. Fred Atkinson, who has catered to the grastronomic wants of the thousands that each year spend two weeks or more at the camp, is an artist in the kitchen. He has the soul of an artist. Primarily he is a pastry chef, but he has sacrificed his bent for crullers, pies and cakes to the serving of soups, salads, roasts and stews. And his stews, should anybody inquire or be interested, are poems of the gourmet's dream.

And, like any other artist, he appreciates an encore. The encore consists of bringing the plate back and, like Oliver Twist, asking for more.

Chef Atkinson is assisted in his kitchen—a model for cleanliness and efficiency—by an able corps of second cooks, pastry chef and steward. The kitchen is operated efficiently, smoothly and, praise be, cleanly.

Splendid Personnel

In the dining room and in the grounds of the camp are employed splendid American boys. They do their work with a smile and they serve everybody without the slightest show of partiality. Rich man and poor man are an equal at the San Francisco Playground Commission's camp. The boys don't accept tips. They do their work and have time to be courteous.

The rating a man may have in Bradstreet's means nothing to them. They treat all alike.

Responsible for all this is the manager of the camp, Norman R. Center. He has been in charge of the camp for three years. During his regime the camp's popularity has grown so large that it is only a question of time — perhaps next season— when those who wish to take advantage of the ridiculously low prices of the San Francisco camp, will have to put in their applications weeks in advance.

Before I leave the subject of the management of the camp, let me pat, once or twice, the broad shoulders of Norman Center. He is a man. Everybody respects and admires him for his splendid executive ability and his sense of humor. And he also is admired for his sense of fairness. He treats everybody alike.

The Senator's Sausage

James D. Phelan, former United States Senator, beloved and respected by everybody in California, visited the camp on one occasion of which this writer has knowledge. Senator Phelan arrived in camp without ostentation. And without ostentation he remained in camp two days. He took part in the

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FOREST SERVICE
CALIFORNIA DISTRICT

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SAN FRANCISCO, CALIF.

L
Recreation

August 2, 1929

Miss Alicia Mosgrove,
San Francisco Playground Commission,
376 City Hall,
San Francisco, California:

Dear Miss Mosgrove:

In accordence with your kind invitation, I stopped over at the San Francisco Municipal Recreation Camp for a day or so and had an excellent opportunity to investigete your entire layout at this Camp.

I was very agreeably surprised at the excellent accommodations that are furnished San Franciscans at so low a price, and consider that the camp is being excellently managed by Mr. Center. I also had an opportunity to see the good work that is being done by Miss McCreevy. She certainly keeps things moving with the old folks as well as with the children. I have visited all of the municipal recreation camps in California, and at none of them have I found a more contented lot of guests or seen better food served.

Mr. Center explained to me his views in refarance to further development of the camp, and I believe that he has sized up the situation in an excellent manner. If I can be of service to your Commission in giving information or suggestions about the future development or operation of this camp, I shall be glad to do so upon request.

Very sincerely yours,

F A Barrett

Assistant District Forester.

camp fire. He pitched a game of horseshoes with a City Hall janitor and bought cigars when he got defeated.

Senator Stood in Line

Senator Phelan stood in line—with the rest of us—to get his breakfast. He carried his own tray and he got the same food as the rest of us. Chef Atkinson served sausage — country sausage—that morning. Senator Phelan relished it. He went back to get another helping. He was hungry. Everybody gets that way at Camp Mather.

Senator Phelan inspected the camp. He spoke kindly of the boys that served him so well. And he pledged his hearty support to any move to enlarge and improve the camp.

I have spent my vacation at Camp Mather each year for three years. I only heard one person criticize the place. That man thought he should have more service.

A bank cashier, the head of a bond house, a millionaire and a plumber have come to me and told me that at Camp Mather they spent the most enjoyable vacations of their lives. Could the Waldorf Astoria ask for more praise?

Ideal Location

One is delighted immediately upon entering Camp Mather. The camp is

NORMAN R. CENTER
Official Host and Manager at Camp Mather

situated on a most beautiful plateau. Trees of many kinds, yellow and white pine, firs, cedars, oaks and whatnot give the camp beauty and shade.

JAMES D. PHELAN

President, Playground Commission. Through his hearty support, Camp Mather, one of the most delightful outing spots in America, has been enlarged and improved.

The water supply is not to be excelled anywhere. The camp has an elevation of 4500 feet and the drinking water for the camp comes from a mountain spring 1500 feet higher. The water is ice cold, and pure.

Points of Beauty

Surrounding the camp are points of beauty and interest. The famous O'Shaughnessy Dam—Hetch Hetchy—is less than ten miles away. Then there is Inspiration Point, Aspen Valley, the Tioga Road, Yosemite and interesting creeks and rivers where one may fish—and catch them—within an easy riding distance.

Many Trout Streams

Lake Laurel, Lake Vernon, Lake Harden, Lake Eleanor and, in fact, scores of lakes and streams where fish may be caught—gamey, beautiful trout—are within convenient distances from the camp.

Fountains of Life

As John Muir very aptly said:

"Thousands of tired, nerve-shaken, over-civilized people are beginning to find out that going to the mountain is going home; that wildness is a necessity; and that mountain parks and reservations are useful not only as fountains of timber and irrigating rivers, but as fountains of life."

Aside from the swimming, hiking, fishing and other outdoor sports, there are games and tournaments, whist and bridge, masquerade dances, amateur theatricals or impromptu song and story around the great circle of the evening camp fire—or just lazy days with a book in a hammock and quiet, cool evenings.

What! No Soda Water?

Nobody tries to make money at Camp Mather. Children spend two weeks without asking for soda water—though soda water and ice cream are sold at the camp's store. The spirit of the great outdoors grips everybody that visits the San Francisco Playground Commission's summer camp. Everybody is an equal and everybody is happy.

I know of a boy, 6 years old, that spent two weeks at Camp Mather without being spanked once.

Can that record be beaten?

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Angels Defeat Local Engineers

By J. L. SLATER, JR.

THE Los Angeles Engineers' baseball team defeated the San Francisco Engineers' at Los Angeles on August 10 in a see-saw game by a score of 5 to 4. The game was by far the best yet played by the rival teams.

The Southerners drew first blood in the second inning when three hits coupled with a wild streak by Bahr netted them a run. The local club played fast ball in holding Los Angeles to a single run in this stanza.

Bahr led off the third for San Francisco by singling to right. Clancy and Mooney followed suit, the latter's hit sending Bahr over the platter. O'Keefe went out but Mannelli doubled to right center scoring Clancy. Mooney was left at third when Pingle and Reed grounded out.

Los Angeles tied the score in the fifth frame when Miller led off with a hit, streaked to third on O'Shea's bingle and scored while Holder was being thrown out. The Angelenos went into the lead in the sixth when Babst singled to right, went to second while Thompson was grounding out and scored on Burns' hit through the infield.

The locals came back in the seventh and tied it up when Clancy got his second hit, went to third on O'Keefe's double and scored on Pingle's hit.

In the eighth Patz led off with a double for Los Angeles but was thrown out at third when Clancy grabbed Babst's grounder. Babst hoofed it to third on Banning's hit and scored when Amorosa let one of Bahr's fast ones get by him.

The ninth was the exciting frame of the game. With one run needed to tie it up again, Mooney got a life when Thompson hit him in the elbow with a fast one. O'Keefe hit to third and forced Mooney at second. With one away and Spike O'Keefe on first, "the Great" Mannelli kissed the apricot over the center fielder's head and puffed into second standing up. Spike in the meantime scored the tying run by a fast run around the sacks. Pingle and Reed were unable to score Mannelli.

In the Southerners' half of the ninth, O'Shea got his third hit with one away. Lohman advanced him to second. Holder waited for four bad ones and trotted to first. Patz, the hard hitting Angel catcher, hit the first ball pitched to him to center scoring O'Shea with the winning run and giving Los Angeles their first victory in five games played.

O'Shea and Babst furnished the fielding features for the boys from the South, while Pingle got the applause for the local team.

Mayor Porter's son threw the first ball which Clyde Healy hit for a high foul. City Engineer Shaw of Los Angeles made a good attempt to snare the globule but missed it.

Photo by Chaffee

CLYDE E. HEALY

Assistant City Engineer, baseball enthusiast, whose swat at the first pitched ball in the San Francisco-Los Angeles Engineers' game, turned the sphere into a high foul.

L. A. ENGINEERS	AB	H	O	A	S. F. ENGINEERS	AB	H	O	A
Babst, cf	5	3	4	0	Clancy, ss	5	2	1	7
Banning, 3b	4	1	0	2	Mooney, 2b	4	1	2	2
Thompson, p	5	1	0	4	O'Keefe, rf	5	2	1	1
Burns, ss	5	1	1	3	Mannelli, cf	4	2	1	1
Miller, lf	5	1	0	0	Pingle, 3b	3	1	5	4
O'Shea, 2b	4	3	8	4	Reed, lf	4	0	1	0
Lohman, rf	4	1	0	0	Tomasich, 1b	3	1	11	3
Holder, 1b	4	1	9	1	Amorosa, c	3	0	3	2
Patz, c	4	3	5	0	Bahr, p	3	1	1	1
Total	40	15	27	14	Total	34	10	26	20

Two out when winning run was scored.

SCORE BY INNINGS

S. F. Engrs.	0	0	2	0	0	0	1	0	1	—4
Hits	0	0	4	0	1	1	3	0	1	—10
L. A. Engrs.	0	1	0	0	1	1	0	1	1	—5
Hits	1	3	1	2	2	2	0	2	2	—15

SUMMARY

Runs—Babst 2, Miller, O'Shea 2, Clancy 2, O'Keefe, Bahr. Struck out—by Thompson 5; Bahr 2. Hit by pitcher—Reed, Mooney by Thompson; Patz by Bahr. Stolen bases—O'Shea, Babst, Amorosa. Two-base hits—O'Shea, Patz, Mannelli 2, O'Keefe. Double plays—O'Shea to Holder; Amorosa to Tomasich to Pingle. Errors—Clancy, Amorosa. Umpires—Bach and Jones. Time of game—2 hrs. 25 min.

Modern Homemaker Discloses Great Grandmother's Pickling Secrets

By Martha Adams
The Best Foods Home Economics Service

LAST week I visited two kitchens, one very old and the other very new, both perfectly equipped. Each filled me with admiration. The old with its homey lived-in atmosphere, still reflecting the spirit of the intrepid colonial homemaker who has stirred the pot hanging from the crane and baked her "yard of pies" in the Dutch oven. Stewing and brewing, the gun above the fireplace and the cradle on the hearth. In the corner the old spinning wheel. Truly women's work was never done in those far off days. Saving from summer's bounty for winter's needs by preserving and pickling. Cherished recipes in faded dainty script lie neglected in our modern electrified kitchens for the time, space and skill are now denied most of us to put them to use.

But one old family recipe refused to be put away in lavender. It walked right out into the business world and its new home was the second kitchen—the Best Foods Fannings Bread and Butter Pickle Plant, whose spotless efficiency was such a contrast to the primitive equipment and open fire in the colonial farmhouse. Little did Cora Fanning realize, when she made her first batch of pickles from great grandmother's recipe that homemakers all over the country would some day sing the praises of Fanning's Bread and Butter Pickles and that their sour-sweet flavor would be packed into millions of jars with the same expert combining of ingredients and careful cooking as were done in the original homemade pickles. Mechanical devices and many hands have given speed to the preparation of the cucumbers in large quantities, yet the actual "pickling" process is just the same.

Fresh cucumbers, the secret of the delicious flavor of Bread and Butter Pickles, come from various points, from the Sunny South as they ripen, insuring a supply of newly picked fruit from May to October. Spotless clad workers tearfully peel the onions which contribute to the flavor, and others place the spices and sugar in bags to go into each copper kettle where the cucumbers remain until they have become tender and crispy, and are then packed in sterilized glass jars.

This miracle of quantity production makes it possible for any homemaker on either side of the continent to take down the telephone receiver and order the same delicious homemade pickle as delighted the neighbors of Mrs. Fanning when she shared with them the fruits of her great grandmother's recipe.

New School Year Opens

By JOSEPH MARR GWINN
Superintendent of Schools

GREETINGS from the Board of Education, the Superintendent and staff, and best wishes for the school year 1929-30. The records of last year are made and show satisfactory progress. Some of the outstanding achievements of last year were called to your attention in a recent bulletin. The opening of schools this year finds conditions for work in the schools as a whole better than ever before. The general level of qualifications of the teaching corps is higher than before. The school buildings are better. The courses of study are more definite in several divisions and the schools are better supplied with courses of study. The instructional supplies are more adequate. It is our sincere belief that the demands and opportunities of the new year can be better met than before and that all will find in these demands and opportunities a stimulating challenge to superior service.

To the new teachers in the schools a cordial welcome is given not alone by the Superintendent and his staff but by the teaching, supervising and administrating corps generally. We trust that these new teachers may be happy in their work and successful in accomplishing the requirements of the schools.

Physical Well-Being

It is more and more appreciated that the educational achievements of a school are dependent upon the physical well-being of pupils and teachers. The absence of the teacher or the decreased efficiency of the teacher due to lowered physical fitness seriously lessen the quantity and quality of learning by the pupils.

One of the least satisfactory records of last year was the record of an unusually large amount of absence among teachers due to health conditions. Perhaps most of the excess absence is accounted for by the epidemic of "flu" during the months of November and December. Some have suggested that the number of absences in a school is closely related to ventilation and heating and to some other elements of hygiene more or less within the control of the principal and teacher. Good health is a resultant of many influences. Some of these influences may be in the school while some of them are not connected with the school.

More attention should be given to providing school conditions that will safeguard the physical well-being of

JOSEPH MARR GWINN

teachers. Teaching and managing forty children make a large demand upon a teacher's physical powers. These powers must be conserved. It has been suggested that all of us together this year should give special attention to the problem of the physical well-being of teachers. The principal and faculty of each school should make this a subject for an early meeting. Special attention will be given to the theme in the first principals' meeting.

Changes in Rules

The changes in the method and amount of deductions due to absence necessitated by the ruling of the Attorney-General, and the changes contained in the resolution of the Board of August 14, 1929, relating to classification and pay of substitute teachers, repealed all parts of the rules and regulations in conflict with these new rules and regulations concerning pay. Principals should make proper correction in their official copies of the rules and regulations. These changes became effective with the opening of schools August 19.

Constitution Day

It is appropriate that the anniversary of the signing of the United States Constitution should be celebrated in the schools. The courses of study make ample provision for suitable programs to be arranged in honor of this important event in our history.

This year the patriotic society named "The Sons of the American Revolution" offers a valuable prize to the senior high school which will be adjudged the winner in an essay contest. The general plan is to have each senior high school select, according to its own methods, a student who will enter this competition. The essay contest is limited to senior high school students, and the essay itself should not exceed 2500 words in length.

Working Permits

Under the new state law, principals are no longer authorized to issue working permits of any kind to pupils. In accordance with Section 1,177 of the School Code "The person authorized to issue permits to work to minors under the age of sixteen years exempting such minors from full-time day school attendance, may also issue to any minor over the age of twelve years a permit to work outside of school hours for a period of time which, when added to the time such minor is required by law to attend school, shall not exceed eight hours in any one day." I have designated the Director of Attendance and Guidance as the person to issue such permits. All applications for working permits should be referred to the Bureau of Attendance and Guidance, 750 Eddy Street.

EDUCATION
(Anonymous)

"I am Education. I bear the torch that enlightens the world, fires the imagination of man, feeds the flame of genius. I give wings to dreams and might to brain and brawn.

"From out the deep shadows of the past I come, wearing the scars of struggle and the stripes of toil, but bearing in triumph the wisdom of all ages. Man, because of me, holds dominion over earth, air and sea; it is for him I leash the lightning, plumb the deep, and shackle the ether.

"I am the parent of progress, creator of culture, molder of destiny. Philosophy, art and science are the wheels of my hand. I banish ignorance, discourage vice, disarm anarchy.

"Thus I have become freedom's citadel, the arm of democracy, the hope of youth, the pride of adolescence, the joy of age. Fortunate the nations and happy the homes that welcome me.

"The school is my work shop; here I stir ambitions, stimulate ideals, forge the keys that open the doors to opportunity. I am the source of inspiration, the aid of aspiration. I am irresistible power."

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San Francisco's New Pedestrian and Traffic Control

By RALPH W. WILEY
Chief, Department of Electricity

RALPH W. WILEY

LIKE all other cities in the United States, the City of San Francisco is confronted with the serious problem of traffic and pedestrian control, and in no two of these cities are the traffic control problems identical.

Boston's irregular narrow streets are more or less the outgrowth of the old cow trails.

Chicago, with its loop district and located as it is on the shore of Lake Michigan, has its problems.

New York's Problem

New York's problem is its density of population in a comparatively long and narrow area. A few years ago the merchants in Fifth Avenue spent approximately $250,000 for a few ornamental bronze traffic towers which were installed in the center line of the avenue every six or eight blocks. These towers supported three sets of various colored lights and it was thought at the time that this installation was the acme of perfection for traffic control for a considerable time to come. But it developed that these towers, instead of being a solution of the problem, were very inefficient. The space they occupied was needed for two additional traffic lanes, and the towers were, therefore, removed and a two-light signal installed at the curb location at each intersection.

San Francisco's Problems

Now let us consider our own city, San Francisco, which is acknowledged by all traffic engineers as the most difficult city in the United States from the standpoint of traffic and pedestrian control, and analyze some of the traffic problems with which we are confronted.

In view of the fact that the dense traffic area is located in the eastern portion of the city, this district must be filled and drained almost entirely from one direction, the West, and, therefore, the east and west streets carry very heavy traffic at peak loads.

Let me remind you that New York has its subways, Chicago its elevated trains to transport a large percentage of the population to and from the downtown district, while San Francisco must depend solely on surface cars to carry approximately 82 per cent of the population during the peak loads. This in itself creates a serious problem.

WHEN the pedestrian signals, which are now being installed at all intersections on Market Street from the Ferry to Van Ness Avenue, are placed in service, San Francisco will be the first and only city in the world to control pedestrian traffic by a special pedestrian signal, says Mr. Wiley in this article. The use of these signals is made necessary on Market Street as a majority of its intersections are five-street intersections at various angles; also on account of the great width of Market Street and the fact that in most cases the pedestrian lanes are not in close proximity to the traffic signal.

San Francisco's dense traffic area is unique in that its main thoroughfare (Market Street) divides two sections which are entirely different in block patterns—the blocks south of Market range from 632 to 907 feet, those north of Market Street from 343 to 480 feet, while the blocks in Market Street range from 360 to 907 feet. The streets south of Market run parallel and are at right angles with Market Street, while the streets north of Market approach it at various angles.

This condition creates a very serious problem for traffic and pedestrian control. From these variations in block lengths, it will be readily seen that to obtain the most efficient progressive timing three different cycle lengths must be used in setting up the timing schedule.

Synchronized Timer

Before describing the new synchonized timer, and traffic and pedestrian control, I should like to explain the condition under which traffic is being controlled at the present time.

Three years ago a small temporary timer, consisting of four circuits, was designed by the Department of Electricity and installed in the Central Fire Alarm Station. This small timer is at the present time controlling approximately 100 intersections throughout the city, having as many as forty-seven intersections in one circuit. The entire downtown area is operated on two circuits, all signals in Market Street on one circuit and all signals north and south of Market on the other circuit. Van Ness Avenue and the outlying districts are operated on the remaining two circuits.

When this is understood by the automobile public, it will be seen that such a condition does not permit flexibility nor scientific timing. To have so many intersections controlled by the same circuit creates a very inefficient timing system as there are scarcely any two intersections with like traffic characteristics; for example, traffic conditions at an intersection such as Post and Stockton Streets are obviously different from one at an intersection such as Third and Howard, yet these two intersections are on the same circuit.

Traffic Signal Program

The new traffic signal program, which is fast nearing completion, consists of a new synchronous progressive timer with a capacity of 104 circuits. It is located in the Central Fire Alarm Station.

This timer, and the traffic and pedestrian signals were designed and manufactured in the Department of Electricity shop.

The new underground cables radiating from the timer have ample capacity for the necessary number of circuits to permit a maximum degree of flexibility and provide progressive timing throughout the city.

Pedestrian Signals

When the pedestrian signals, which are now being installed at all intersections on Market Street from the Ferry to Van Ness Avenue, are placed in service, San Francisco will be the first and only city in the world to control pedestrian traffic by a special pedestrian signal. The use of these signals is made necessary on Market Street as a majority of its intersections are five-street intersections at various angles; also on account of the great width of Market Street and the fact that in most cases the pedestrian lanes are not in close proximity to the traffic signal.

The pedestrian signal consists of a small iron standard, painted green, containing two red and two green lenses with the words, "Stop" and "Go." The words "Pedestrian Signal" also appear on the side of the signal, and there should be no difficulty in distinguishing it from the traffic signal. The type of lens used and the design of the signal are such as to give an approximate spread of only twelve degrees, and, with this narrow angle of spread, the reflected light from the signal is entirely confined to the width of the pedestrian lane. This fact makes it necessary for the pedestrian to be within the area of the pedestrian lane before the red or green light is visible.

"Watch Your Step"

The pedestrian, before stepping off the curb, should glance at the pedestrian signal on the opposite side of the street and be guided by that signal rather than the signal close at hand. He should not pay any attention to the traffic signal. The pedestrian has become accustomed to step off the curb at the first bell before the intersection is cleared of vehicles, which he does at his own risk, although he may continue to do this at all intersections with the exception of the intersections in Market Street. At these intersections the pedestrian signals are so co-ordinated with the traffic signals that, when the green light shows in the pedestrian signal, the intersection will have been cleared of vehicular traffic and pedestrians can then cross in safety.

These pedestrian signals will be placed in operation within a month's time.

ASSESSOR'S DEPARTMENT

By LOUISE M. O'HARA

THE yearly epidemic of Vacationitis has broken out in its most virulent form in the Assessor's office, the following being a short list of the stricken ones:

Bill Stetson is rusticating at Applegate, sleeping out of doors at night and teaching the grasshoppers how to play golf during the day. Bill has to keep in form so that he may beat the Boss when he returns.

Gladys Smith and her nieces did Rainier National Park and didn't slide on any glaciers, either.

Lillie Kuck doesn't seem to hear enough spouting at her post so she's taking in Yellowstone Park to see whether the geysers up there can give her a better blowout.

Dick Harris is showing New York and Cuba how the theatrical business should be conducted. Dick's the office impresario, you know.

May Black and her father spent a hectic two weeks in Los Angeles, Tia Juana and Hollywood. They wanted May to understudy Clara Bow but May gets a bigger kick out of the switchboard, so we are the winners and Hollywood can't have everything.

James Gallagher has just returned from his usual tour of the MALE portion of these western states. Our James Aloysius is such a rabid He man that he scorns any other part. Jim will elucidate gladly for your benefit his opinions in this matter.

Emil Klopfer looks cheerful since he has shown "Hobergs" a real appreciation of their culinary art.

Bob Shepston's back home and broke, having sampled the resorts of the aristocracy, such as Hartsooks and various other of the Caviar ilk. Anyway Bob's gained a few pounds in weight and that helps a little bit.

Nick Polidori spent most of his leisure in the wilds of Strawberry Hill and fishing in the icy waters of Stow Lake. Have you ever heard Nick tell of his marvelous catches? You ask him, it's some tale.

Mrs. Bartlett and her sister spent their time at Fallen Leaf Lake and Tahoe and then returned to Baltimore Park where Mrs. B. finished her decorative lily pond and is now building some rose arbors in her garden. Her home is one of the show places in Larkspur Canyon and most of the beautifying has been done with her own hands. Our little pioneer is an ambitious lady.

Mr. Grimes and family have been enjoying the beauties of Russian River but he's returned in time to hold out his hand for the usual collection. Drat the man! We all like him just the same.

Mrs. Conran and her daughter chose the simple life among the cows and chickens on the farm near Sacramento.

Our winsome Thelma Benson is charming the deer at Yosemite. Oh, both kinds, of course, why ask? We trust she will leave the filmy Bridal Veil to grace the valley a while longer.

The Pride of the Senate and belle of the Attaches ball, our own stately Kathleen Tuite has acquired that swanky tan week-ending at Santa Cruz throughout the summer.

The office soubrette and comedienne, vivacious Emma Foley, is motoring with newly-weds throughout the North, visiting Victoria, Banff and Lake Louise. These resorts will require no entertainers while Emma's there.

Camillia Rosette assisted the American Legion at the convention in San Diego.

Margaret Lewis is sojourning at Eagle Lake near Susanville.

The severe illness of Mrs. Alexander's sister has prevented her from leaving the city. We hope the sister will soon recover.

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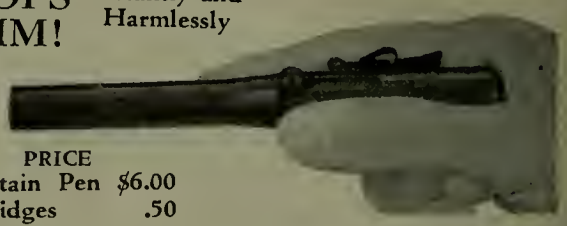

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Some New Fiction

By ANNE M. FARRELL
Head of Fiction Department, Public Library

THE most extraordinary novel of the past year is the widely discussed, "All Quiet on the Western Front" by Erich Maria Remarque. This young man, still in his early thirties, has produced a noteworthy picture of the war as experienced by himself and his friends. In a simple manner, without any effort at literary style, he attempts to portray the sufferings and hardships of the younger fighting men, plunged into the maelstrom of a war with which they had little sympathy and less understanding.

Big Sale in Germany

In Germany alone, under the original title, "Im Westen Nichts Neues," more than 400,000 copies were sold, and since its translation into English the popularity of the book has been tremendous both in America and England.

Very different is the new novel by Gerald Bullett, "The History of Egg Pandervil." Egg is a grocer, outwardly prosaic, genial and placid, but with the genius of a poet lurking beneath his placid exterior. Egg's family is all grown up, all that is, but the little Nicky, who was somewhat of an afterthought in the scheme of the house of Pandervil. Nicky thinks his father a very brave man, indeed, a genius who can tell the most amazing stories. And as Egg puffs out his little flat chest he is for the moment, to himself at least, a person of huge importance. Of this most interesting book, G. B. Stern says: "Egg Pandervil is an intensely real book, so real that you can hardly bear its beauty and its pain and its laughter."

"Steel Chips"

Idwal Jones, erstwhile San Francisco newspaperman, is the author of an unusually well written story, "Steel Chips." With the machine age as a background, Jones gives a gripping picture of one Bram Dartnell, who lives and loves and makes machinery. There is no attempt to portray misunderstood genius striving for heights unattainable, for Bram is satisfied with his little world, bounded as it is on all sides by the Atlas Iron Works. A well turned bit of machinery moves him to verbal heights, and his yearning love

ANNE M. FARRELL

for Bertha, who afterwards becomes his wife, is told with color and restraint.

One of the most entertaining detective stories of the year is Dashiell Hammet's "The Dain Curse." Surprisingly different from the average tale of mystery, this breath-taking adventure holds the reader's interest until the very last page.

Since mystery and detective stories still hold the vote for popularity, the mention of a few of the newer thrillers is not amiss: "The Five Flamboys" by Francis Beeding, intrigue and diplomacy, with the added attraction of an abducted boy king; "The Jefferson Secret," extraordinary! a mystery without the usual murder; Anthony Wynne's "The Fourth Finger." -s-sh. Watson,—a finger of the left hand is missing: and once again our friend Bulldog Drummond is with us, battling as usual in "Temple Tower." The author is H. C. McNeile, the Englishman who used to sign his novels, "Sapper."

Adventure has not been entirely neglected in this day of clue hunting, for Hal G. Evarts is still faithful to his action-loving public, and romance and daring meet in "Tomahawk Rights," a fascinating story in the days of Daniel Boone, with enough Indian fights and captured white folks to intrigue even the most sophistocated reader.

Purchasing Department

By SISTER SUSIE

DAN AND BETSY FLANAGAN

SISTER SUSIE apologizes for the long lapse. She knows you have missed her, but then one can always come back in spite of standardization.

What do you think? A new arrival in the Bureau of Supplies! Betsy Flanagan. She is a direct descendent of old Mr. Lincoln himself, only her mother knew Mr. Ford.

You know Dan? Well, he was always much on the originality, and he gets fads—once it was canaries—then he took up golf. He is still taking that up, when he can get signed up; but now the last word in fads—he's taken up motoring and little Betsy Flanagan, blue-eyed and bashful, reposes gracefully on McAllister street daily, while Dan passes out the information over the counter about stationery and all that stuff. Then, when work is over, Dan hies himself hither and thither in the flivver.

Up to date, Betsy is shiny and untouched, but then Dan is careful and does not want to mar the fenders or what will you.

Strange to us, that only the "mechanic" accompanies our Dan on his outings, but then there is hope for us girls—only who is the "mechanic"?

Huckleberry Finn is on his annual vacation. It started verbally three weeks ago, but Huck did not leave until the thirteenth, and for a change he is going to Skaggs. Dan expects to call on him some week end to ask him about the additional copies of the Charter.

High Cost of Accidents

By RAY W. TAYLOR

Claim Adjuster, Municipal Street Railway

WITH the view to cutting down the number of accidents on the Municipal Railway, and incidentally reducing the heavy cost of settling them, the Claim Department is now engaged in tabulating the number of accidents each motorman has had during the last three years, and also how much those with the highest accident rates have cost the City during this period.

Accident Prevention

While systematic work and courteous treatment can help materially to cut down the cost of adjusting personal injury claims, the fact remains that the prevention of accidents cannot be overlooked. A cursory analysis of the individual records kept in this office of every motorman shows that a very large percentage has a low accident rate. On the other hand, there is, apparently, a small minority that, for one reason or another, is responsible for more than its share and is a heavy draft on the finances of the road.

RAY W. TAYLOR

It is to determine just who these men are, and to see what can be done to reform their method of operation, that the investigation is being made. It is prefectly apparent that this feature becomes a very important factor if any effort is to be made toward an economical administration of this department. "An ounce of prevention is worth a pound of cure" can be translated into hundreds of thousands of dollars in a period of a few years. If the record should disclose that any one man has cost the Railway $30,000, $40,000, or $50,000 in a series of accidents, it is the height of folly to overlook such a leak in a general effort to keep down the cost of settling accident claims.

Such a record as is now being prepared, it is hoped, will point the way to an intelligent effort to make a very material reduction not only in the number of accidents but, as will naturally follow, the burden of paying heavy damages to those injured.

Comparative Statement

A comparative statement of the cost of this department for the first six months of the last four years together with the number of accident reports, follows:

	1926	1927
Number of Accidents	1,434	1,458
Cost of Department	$57,753	$37,955
	1928	**1929**
Number of Accidents	1,397	1,589
Cost of Department	$66,785	$37,485

These figures show that the cost of

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claims for this period is the lowest since 1926. It is also well within the 2½ per cent of the gross receipts allowed by the Board of Supervisors for this purpose. Rougly, the amount set aside for claim adjustments has been $87,500 a year.

While, owing to increasing traffic congestion, it might be expected that the number of accidents naturally would increase, the Boston Elevated Railway during 1928 was able to bring about a very material reduction in all classes of accidents and the cost of settling claims to less than 2 per cent of the gross revenues.

Conditions surrounding the Boston Elevated Railway unquestionably differ from those obtaining in this city, but the 2 per cent mark is one to shoot at, and with the hearty cooperation of the operating department it may be possible to demonstrate that the Municipal Railway of this city can be operated as free from accidents and the claims adjusted as at low a cost as any street railway in the country.

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EVERYBODY in San Francisco has heard of Dr. Painless Parker, dentist. But many people don't know that "Painless" is his real, honest-to-goodness legal first name. His parents named him "Edgar Randolph" Parker, but Superior Judge Griffin, right here in San Francisco, changed his legal name to Painless Parker, the name by which he is known to millions of Americans.

Dr. Parker is regarded as the originator of "painless" dentistry, as he has been practicing it for thirty-five years, and the dental profession as a whole has only begun to adopt it in recent years. Parker has been denounced, decried, derided and scoffed more than any other crusader for a new idea in the history of the country. Yet out of the tumult and turmoil he has emerged triumphant as the originator of a system used in nation-wide groups of dental offices, bound together by Parker ideals and principles, which collectively is the largest organization of its kind in the world. There are sixteen groups of dentists using the E. R. Parker System in California alone, of which three are in San Francisco. Parker's own permanent home is here.

PENSION AWARDS

The Board of Fire Commissioners on August 12 awarded to Mrs. Charles Madison and Mrs. Mary Derham a monthly pension of $100, in accordance with the recent amendment to the Charter which provides for the pensioning of widows of firemen killed in line of duty prior to 1900.

Charles Madison was killed on June 7, 1893, at a fire at Ashbury and Page streets. On April 5, 1898, William Derham fell from a ladder at the "cracker box" fire, Broadway and Battery street. He died the next day.

Both fires are well remembered by many old-timers in the Fire Department.

Attorney Joseph Edward Connolly appeared as counsel for Mrs. Madison and Mrs. Derham.

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FRED BOEKEN, Superintendent.

EXPOSITION AUDITORIUM
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ALFRED EHRMAN, 546 Third Street.
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Room 155—Meets at call of President

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DR. JOHN E. BOHM, 461 Guerrero Street.
J. K. PRIOR, JR., 3344 Washington Street.
J. W. JACKSON, Mills Building.
J. H. ZEMANSKY, 187 15th Avenue.
C. J. COLLINS, 1173 Valencia Street.

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WM. P. McCABE, 2940 16th Street.
HUGH K. McKEVITT, 235 Montgomery Street.
JAMES J. MAHER, Chief Examiner and Secretary, 649 San Jose Avenue.

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JAMES W. WARD, M. D., 391 Sutter Street.
WILLIAM W. WYMORE, M. D., 909 Hyde Street.
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ARTHUR M. SHARP, 2864 Broadway.
WM. C. HASSLER, M. D., Health Officer, 1085 Mission Street.
EDW. M. COFFEY, Chief Clerk and Statistician, 120 Parnassus Avenue.
ARTHUR A. O'NEILL, M. D., City Physician, 350 Post Street.
T. D'ARCY QUINN, M. D., City Physician, Flood Building.
JOS. F. POHEIM, M. D., City Physician, Flood Bldg.
EDMUND BUTLER, M. D., Chief Surgeon Emergency Service.
LEON M. WILBOR, M. D., Supt. San Francisco Hospital.
C. M. WOLLENBERG, Supt. Laguna Honda Home.

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GEORGE TOURNY, 526 California Street.
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GEORGE HEARST.
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MRS. SIGMUND STERN, 1998 Pacific Avenue.
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Assessor—R. L. WOLDEN, Room 101.
Coroner—T. B. W. LELAND, 650 Merchant Street.
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District Attorney—MATTHEW BRADY, 333 Kearny Street.
Public Administrator — PHILIP C. KATZ, Phelan Building.
County Clerk—H. I. MULCREVY, Room 325. (Criminal Department in Hall of Justice)
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Public Defender—FRANK EGAN, 333 Kearny Street.

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Dept. 4—J. J. VAN NOSTRAND, Judge, Room 466.
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The Municipal Employee

SERVICE ~ EFFICIENCY ~ CO-OPERATION

Twenty-Five Cents | SAN FRANCISCO, CALIFORNIA, SEPTEMBER, 1929 | Vol. III, No. 9

Mayor Rolph, with key, formally dedicating San Francisco's pedestrian traffic signal system. At the Mayor's left is Supervisor Walter J. Schmidt, while on the box with the Mayor is little Barbara Ann King, who was first to cross the street under the green light.

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"Superior Funeral Service"

For almost two decades the name of S. A. WHITE, has stood for "SUPERIOR FUNERAL SERVICE." To the people of this city and the bay counties it symbolizes a service that gives the utmost in modern efficiency and in thoughtful, sympathetic attention. Call the ranking funeral service of this city, "WHITE'S SERVICE."

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Largest Hop Growers in the World—Your dealer carries "Three Star"

EDITORIAL PAGE

Our New City Treasurer

MAYOR JAMES ROLPH, JR., is to be congratulated for his appointment of Captain Duncan Matheson as City Treasurer. Captain Matheson is one of those faithful public servants who has been tried and not found wanting. For twenty-eight years Captain Matheson was connected with the City's Police Department, the last twelve of which he served as captain of detectives. Never has the finger of suspicion pointed toward the veteran official. In the vernacular of his legion of friends, Captain Matheson "always makes good." In appointing Captain Matheson as City Treasurer, Mayor Rolph bespoke the sentiment of San Franciscans when he said: "I have appointed one whom I hope people will look upon as the ideal 'watch dog' of their treasury."

* * *

Spelling Is a Gift

A RECENT survey at the University of California disclosed the twenty words most frequently misspelled by the students. The words, in the order of frequency, were: separate, lose, ninety, privilege, villain, Chautauqua, accommodate, all right, repetition, ecstasy, exhilarate, hypocrisy, indispensable, irrelevant, oneself, sacrilege, supersede, councilor, embarrass and harass.

It is not only college students who stumble with orthography. Spelling is a gift. It has been our observation that many other persons do not know correctly how to spell. If one can master the twenty words here given, the hard ones can be found in the dictionary.

* * *

The Municipal Election

ONCE again we are reminded that San Franciscans will be asked on November 5 to register choices for certain municipal elective offices. At the forthcoming election the voters are to choose the following. Two Police Judges; City Attorney; City Treasurer; Tax Collector; Recorder; Public Administrator; nine Supervisors and one member of the Board of Education. With the exception of Supervisor Milton Marks, all of the incumbents are candidates for re-election.

American Education Week

ACCORDING to the announcement of San Francisco's capable Superintendent of Schools, Dr. Joseph Marr Gwin, American Education Week will be observed this year from November 11 to 17, inclusive. San Francisco schools, the finest in the nation, will take an active part in observance of the week.

America is dedicated to the ideal that every boy and girl shall have a fair start in life. To accomplish that ideal there has been created an educational system that provides free schooling from the kindergarten through the university. The free public school is America's greatest gift to mankind. American Education Week is time for rededication and deeper understanding of the significance of the school in the life of the child, the community, the state, the nation, and the world.

During American Education Week the public comes to the school and the school goes to the public. Every citizen should make an especial effort to participate in the observance of so important an event.

* * *

The Florists' Convention

THROUGH the efforts of former Supervisor Angelo J. Rossi, the 1930 convention of the International Florists' Telegraph Delivery Association, will be held in San Francisco. Mr. Rossi, unaided and at his own expense, traveled to Boston to tell the world-wide organization of florists that San Francisco is the greatest convention city in America. That his argument was convincing is vouchsafed by the fact that, a few days after his arrival in Boston, it was his pleasure to wire San Francisco friends that this city had been chosen for next year's convention of the Florists. The coming of such a convention to San Francisco is an important event and will bring to this city several thousands of delegates from every port in the world. Mr. Rossi certainly is to be congratulated for his efforts.

* * *

A man isn't licked until he begins to complain about the rules.

* * *

If you are not registered you cannot vote.

San Francisco—City of Good Streets

All Roads Lead to City by Golden Gate

ALL roads lead to Rome. If the present Streets Committee of the Board of Supervisors has anything to do about it, this classic allusion will be altered to go down in history as "all roads lead to San Francisco."

It is the undying ambition of Chairman Andrew J. Gallagher and his colleagues on the Streets Committee, Supervisors Alfred Roncovieri and Fred Suhr, to have San Francisco known the world over as "the city of good streets!" With such goals of achievement in view, a program within San Francisco and, also in the immediately adjacent territory, is now going ahead full blast.

That the people of San Francisco believe in the Streets Committee and its program for the building of roads and highways, boulevards and streets, is plainly evidenced by the fact that several years ago a bond issue of $9,380,000 was voted by a great majority—and for work planned by the Supervisors.

Already San Franciscans are noting the results of the money voted and placed in the hands of the committee. The construction of some of the greatest highways the world has ever seen has been carried on, and many units have been thrown open to the public. Visitors from foreign lands who have been whirled over the broad expanses of the Ocean Beach Great Highway, or who have motored down the peninsula to the rapidly developing municipal airport at Mills Field, have agreed that the City by the Golden Gate really lives up to its reputation of "knowing how."

ANDREW J. GALLAGHER
Chairman, Supervisors' Streets Committee

Photos by Chaffee

Junipero Serra Boulevard. Upper: Looking north over Stanley Street fill; Center: Looking south over Stanley Street fill; Bottom: Looking north from Estero Avenue. Constructed under direction of the City's Streets Committee.

One of the great boulevards in the world today — completed with funds voted by the people and placed in the hands of the Supervisors — is the Highway, so-called, at the Ocean Beach, extending from the Cliff House to the city's swimming pool and playground at Sloat Boulevard. At several points this roadway is the widest in the universe and will undoubtedly be classed in future years with the highways built by the Romans.

Ocean Esplanade

Simultaneously, the city of San Francisco carried on the construction of the Ocean Esplanade. The opening of the highway and the beautiful concrete promenade were made the center of one of the most interesting civic celebrations ever staged. The Esplanade is a work of art, solidly skirting the broad stretches of beach. A ramp, unique in construction, built into the face of the seawall, and which permits equestrians to ride directly down to the shores of the Pacific has attracted the attention of engineering bodies in England, France and Spain. Several international publications have printed views of the structure.

The highway, sweeping grandly

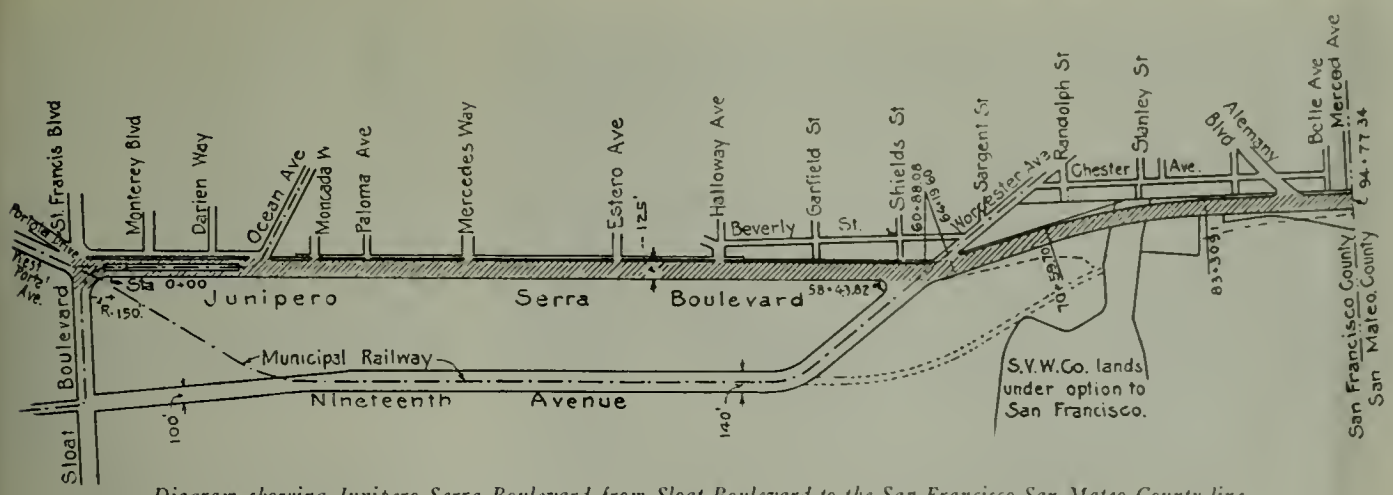


Diagram showing Junipero Serra Boulevard from Sloat Boulevard to the San Francisco-San Mateo County line

along the blue Pacific, has become a mecca for motorists from the Bay region and abroad. Two wide, smooth roads, separated by a park area of green grass and vari-colored flower-beds, form a striking contrast to the yellow sands of the beach below. Under Chairman Gallagher's direction traffic rules have been established which will enable every citizen to enjoy the scenic drive with the maximum assurance of safety.

Another road-building achievement is the Bay Shore Highway extending around the waters of San Francisco Bay into the heart of San Mateo County. The city has already expended $2,265,000 for this important gateway into the metropolitan area, and $1,000,000 more will be spent before it is completed. The road is now being used by thousands of motorists and only a few units need to be completed. The State of California is aiding materially in the development of this artery of traffic.

Alemany Boulevard is another project in which San Franciscans are taking interest. The road connects the Bay Shore Highway with Junipero Serra Boulevard at the county line. This boulevard, costing nearly $1,000,000, will greatly assist in the handling of traffic down the peninsula and also will be of great attraction from a standpoint of beauty. Portions of this road still remain to be financed from the bond issue voted by the people and steps are now being taken by the Board of Supervisors to place a number of the bonds in the hands of investors.

City Engineer M. M. O'Shaughnessy and his assistant, Clyde E. Healy, have announced that practically 90 per cent of the rights-of-way needed for construction of the Sunset Parkway, to be constructed between Sloat Boulevard and Lincoln Way and Thirty-six and Thirty-seventh avenues, has been secured. This parkway, to be laid down similarly to the Great Highway with two one-way roads and parked space separating them, will prove a boon to the district which has suffered for many years from the lack of a cross-town route.

The Streets Committee, intrusted with the boulevard program as well as the continually expanding program for developing the connecting net-work of streets, is particularly gratified at this time to announce completion of the Laguna Honda Boulevard, extending from Laguna Honda Home to Seventh Avenue and Lawton Street. This

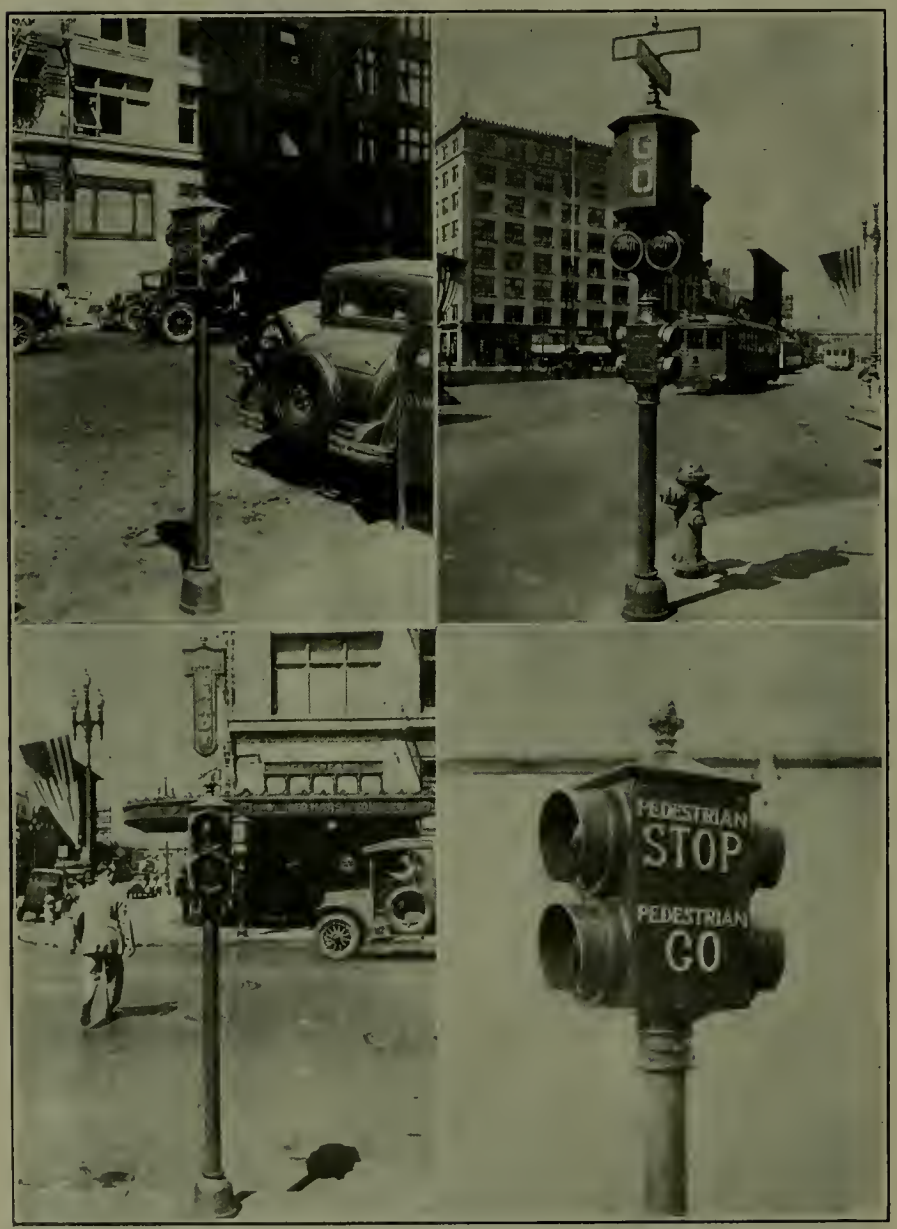
STREETS COMMITTEE OF THE SAN FRANCISCO BOARD OF SUPERVISORS

At right, Supervisor Andrew J. Gallagher, presiding at the opening of the Great Highway; standing with him is Supervisor Alfred Roncovieri, and at the left is Supervisor Fred Suhr, both of whom are members of the Supervisors' Streets Committee

highway was constructed at a cost of $135,000. It is 1700 feet long, has a width of forty feet with retaining walls on each side. A feature of the construction of the new boulevard will be the removal of the old Ocean Shore Railroad Station, a landmark, reminiscent of San Francisco's early days.

With constant demands being made by all sections of the city for street work and reconstruction, the Streets Committee, with the aid of Chairman Franck R. Havenner, Milo F. Kent and Charles J. Powers of the Finance Committee, has been able to establish a comprehensive program, "scattered" all over the municipality. The word "scattered" is used advisedly by the committee and engineers as the network of large streets, small streets and alleys, when placed on a map resembles the much-famed Chinese Maze. Sufficient to say, the North Beach District, the Richmond, the Sunset, and Mission and all other districts have been highly satisfied with the budget amounts allowed by Supervisor Havenner, and placed in the hands of the Streets Committee.

All in all, the Board of Supervisors has been working hand in hand with every municipal agency, and with the State of California to develop good streets, highways and boulevards. The assistance given outside counties in bringing in important roads has been one of the principal tasks. The work has been a large one, employing necessarily the skill of many tireless workers, but the Streets Committee firmly believes that its part in the development program has been one which will reflect credit on the name of San Francisco.



Views of the City's new traffic signals, designed by Chief Ralph W. Wiley of the Department of Electricity. Upper left: One of the pedestrian signals. Upper right: Combination pedestrian, traffic signal and street sign. Lower left: Another view of the pedestrian signal. Lower right: A close-up of the pedestrian "Stop" and "Go" signal.

Mayor Rolph Inaugurates City's New Pedestrian Traffic Signal System

THE fruits of a year's careful research and planning to find a solution to San Francisco's perplexing traffic problems was introduced at noon, September 11, when the new pedestrian traffic signal system, the

RALPH W. WILEY
Chief, Department of Electricity

invention of Chief Ralph W. Wiley of the Department of Electricity, formally was dedicated.

Thousands Witness Ceremony

Thousands of San Franciscans, released from employment for the luncheon hour, swarmed into the gore of

Market, Montgomery and Post Streets to witness Mayor James Rolph, Jr., snap a switch that placed into operation the finest pedestrian traffic control system in the world.

Prior to the traffic-opening ceremony a "Traffic day" parade, headed by Supervisor Charles F. Todd, chairman of the Supervisors' Traffic Committee, moved from the Embarcadero to Market and Montgomery Streets. In the line of march were motorcycle policemen, automobiles carrying city and state officials, and members of the public and the parochial schools traffic squads.

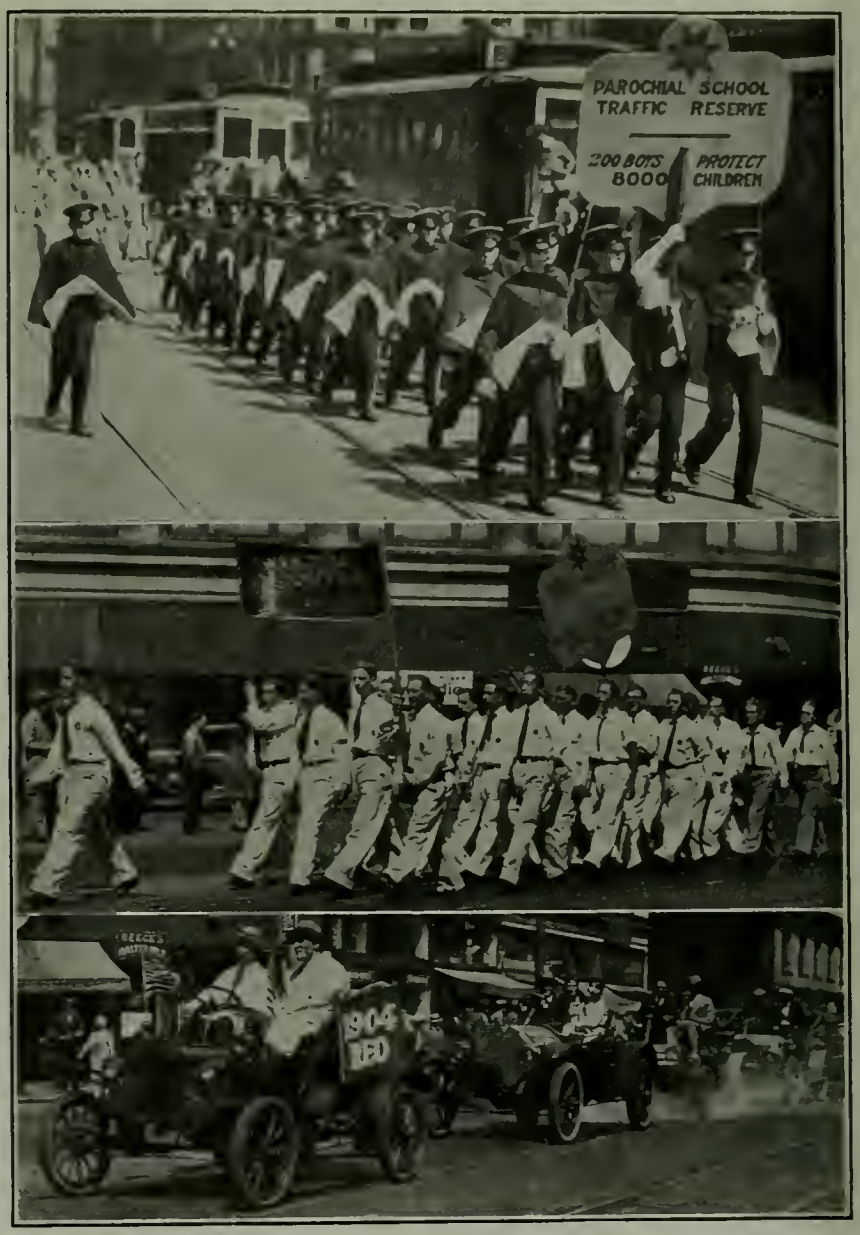
Many Notables Present

Ralph W. Wiley, Chief of the Department of Electricity; Dr. Miller McClintock, director of the San Francisco Traffic Survey Committee; Frank Carroll of the Down Town Association; Supervisors Charles F. Todd, Walter J. Schmidt and Charles J. Powers; Eugene W. Biscailuz, superintendent of the California Highway Patrol; Chief of Police William J. Quinn; Captain Charles Goff of the Police Traffic Bureau; Don V. Nicholson, Assistant Secretary, California State Automobile Association, and others, were stationed on one of the city's new safety isles to await the parade.

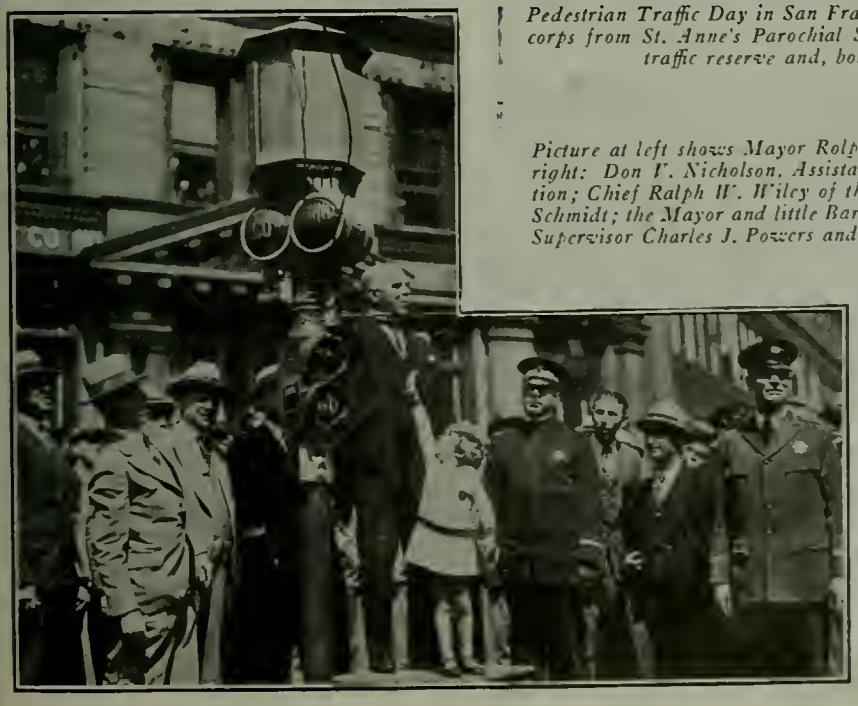
With arrival of the motorcycle policemen, street car and motor traffic was halted, strips of bunting were stretched across Market Street and the ceremony was under way.

Key Presented to Mayor

Chief Wiley mounted a box and presented Mayor Rolph a key to every traffic control box in the city.



Pedestrian Traffic Day in San Francisco. Top picture shows the natty traffic reserve corps from St. Anne's Parochial School; center, San Francisco Junior High School traffic reserve and, bottom, some motor cars of other days.



Picture at left shows Mayor Rolph turning on the new traffic signal system. Left to right: Don V. Nicholson, Assistant Secretary, California State Automobile Association; Chief Ralph W. Wiley of the Department of Electricity; Supervisor Walter J. Schmidt; the Mayor and little Barbara Ann King; Chief of Police William J. Quinn; Supervisor Charles J. Powers and Captain Charles Goff of the Police Traffic Bureau.

"On this very spot eight years ago," said Chief Wiley as a preliminary, "I presented a similar key to the then Chief of Police Daniel J. O'Brien, and the late Captain Gleason, at that time head of the Police Traffic Bureau. Since that time many boxes have been added to the signal equipment and today's occasion marks a vast stride in traffic direction and control."

Mayor Rolph then mounted the box and remarked to the assemblage:

"Keep your eyes on the green light!"

The Mayor praised Chief Wiley and

his department, pointing out that the traffic signals, "the best in the world, are a home-made product from the mind of Mr. Wiley."

A Majestic Thoroughfare

Mayor Rolph referred to Market Street, as "a great city's majestic thoroughfare," and dwelt briefly on the difficulties of controlling traffic because of streets entering Market Street at an angle. The Mayor feelingly reminded his auditors, pointing to westward, of the finest City Hall in America.

In closing his remarks the Mayor besought all to watch for the green light, and to do their part in making traffic conditions along Market Street safe for pedestrian traffic.

Switch Turned On

The Mayor then closed the switch; Gordon Osborne, Chief Assistant in the Department of Electricity, at a traffic signal diagonally across Market Street, closed a similar switch, the new signal current was on, and the parade resumed its journey out Market Street, which was lined with hundreds of men and women who were unable to get close to the scene of the ceremony. The Municipal and the Police Bands, the Supervisors' and other official automobiles, the policemen on motorcycles, sidecars and on horseback, the squads from the public and the parochial schools and automobiles of the vintage of 1904, the latter calling attention to the progress of the automobile industry in contrast to the last-minute models carrying officials, made up the parade that disbanded at Market and Mason Streets.

For the remainder of the day, and for the days to come, the green "go" lights and the red "stop" lights directed foot traffic, and that traffic, according to Chief Wiley of the Department of Electricity, responded excellently to the new traffic rules.

Later in the day, and when traffic was at the peak, Chief Wiley and Don V. Nicholson, assistant secretary of the California State Automobile Association, drove down Market Street from Van Ness Avenue to the Embarcadero and return. Chief Wiley said the ride convinced them that the new signal system is an unqualified success.

On the eastward trip the distance was made in 11 minutes and 30 seconds, the time held up by signals being only 1 minute, 39 seconds. On the westward trip the distance was made in 11 minutes, 54 seconds, the hold-up time being 1 minute, 49 seconds.

The city's new safety islands, designed and constructed under supervision of George Burr, city traffic engineer, have been equipped with beacons and these were turned on the night before the opening day of the new traffic signals.

Under the new system pedestrians no longer follow the vehicular bells and signals, but move only on the pedestrian signal changes.

O'Shaughnessy Champs Trim the Angels

By J. L. Slater, Jr.

THE ball team representing the San Francisco City Engineer's office defeated the Los Angeles City Engineers at Ewing Field on August 24 by a score of 6 to 0. After the local team made four runs in the fourth the result was never in doubt, as O'Keefe kept his hits well scattered and tightened in the pinches. Sparkling fielding by Burns, the Southern shortstop, helped keep down the score.

Reed opened the second inning for San Francisco with a clean hit. Dutch Pengel followed with his first of three hits, Reed stopping at second. Tomasich and McDonald went out, but O'Keefe doubled to right scoring Reed with the first run which, as events proved later, would have been sufficient to win.

With two away in the fourth, Beitler got a streak of wildness and issued free transportation to both Clancy and Mooney, the French twins. Cunningham hit to O'Shea and, with three outs in sight, the Los Angeles second baseman bobbled the chance and the bassocks were loaded. Up to the plate waddled the "Great" Mannelli with the fans yelling for a hit. Caesar looked over a couple of pitches and then smacked the onion into the center field bleachers for a homer, and four runs were over the platter.

One more marker was added in the seventh when Mannelli opened the stanza by again parking the globule in the center field stands for his second homer of the game. Both balls were hit hard and traveled into the face of a high wind.

The game opened with Babst and

THE O'SHAUGHNESSY CHAMPS

Left to right: Bahr, pitcher; Reed, catcher; O'Keefe, pitcher; O'Gorman, substitute; McDonald, catcher; Tomasich, first base; Pengel, third base; Daley, substitute; Mooney, second base; Clancy, shortstop; Johnson, substitute; Amorosa, catcher; Mannelli, outfielder.

THE VANQUISHED ANGELENOS

Left to right: Fromme, manager; Barry, pitcher; Miller, outfielder; Cox, catcher; Bapst, outfielder; Wilkins, pitcher; Holder, first base; O'Shea, second base; Tolman, outfielder; Friedman, substitute; Vignes, substitute; Ryles, substitute; Shanley, substitute; Patz, catcher; Smith, substitute; Cox, shortstop; Thompson, pitcher; Beitler, pitcher.

Banning beating out bunts for Los Angeles, and it looked like the Southerners intended getting an early start but O'Keefe tightened and retired the side. With one down in the sixth, Thompson and Burns got hits, but were left stranded. Again in the seventh Holder and Beitler got hits, but it was a case of too much O'Keefe and the runners died on the bags.

THE GREAT MANNELLI
Whose two home runs were features of the Engineers' game.

Beitler's hit in this inning was the first clean hit made by Los Angeles, the previous hits being bunts or the infield variety. Miller batted for Holder in the ninth and doubled into the left field bleachers, as a ground rule agreed on called for only a two-bagger into the left field stands. Riels batted for Beitler and ended the game when Clancy threw him out at first, thereby giving O'Keefe credit for the first shut-out since the teams started playing two years ago. San Francisco has now won five of the six games played.

Clancy and Cunningham came up with several nice plays, and Pengel surprised the fans by beating out an infield hit to short in the third. That boy travels fast for a big fellow. A few moments later he stole second. Each team has now won one game this year, and the place and date of the playoff will be announced as soon as possible.

L. A. ENGINEERS	AB	H	PO	A	E	S. F. ENGINEERS	AB	H	PO	A	E
Babst, cf	3	1	0	0	0	Clancy, ss	2	1	0	5	0
Banning, 3b	4	1	0	0	0	Mooney, 2b	3	0	1	2	0
Thompson, lf	3	1	0	0	0	Cun'gham, cf	4	0	4	0	0
Burns, ss	4	1	0	5	0	Mannelli, lf	3	2	2	0	0
O'Shea, 2b	4	0	5	4	1	Reed, rf	4	1	2	0	0
Cox, c	4	0	3	0	0	Pengel, 3b	4	3	1	1	0
Lobman, rf	3	0	5	0	0	Tomasich, 1b	4	0	12	0	0
Holder, 1b	4	1	10	2	0	McDonald, c	4	1	5	0	1
Beitler, p	3	2	1	3	0	O'Keefe, p	2	1	0	3	0
*Miller	1	1	0	0	0						
†Riels	1	0	0	0	0						
Total	34	8	24	14	1	Total	30	9	27	11	1

	1	2	3	4	5	6	7	8	9
L. A. Engineers	0	0	0	0	0	0	0	0	0—0
Hits	2	0	0	0	1	2	2	0	1—8
S. F. Engineers	0	1	0	4	0	0	1	0	*—6
Hits	0	3	1	1	1	1	1	1	*—9

*Miller batted for Holder in ninth.
†Reils batted for Beitler in ninth.

Runs—Clancy, Mooney, Cunningham, Mannelli 2, Reed. Two-base hits—O'Keefe, Miller. Home runs—Mannelli 2. Runs batted in—O'Keefe, Mannelli 5. Sacrifice hits—Thompson. Stolen bases—Mannelli, Pengel, Clancy. Double plays—Runs to O'Shea to Holder 2. Struck out—By Beitler 3, by O'Keefe 5. Base on balls—Off Beitler 6, off O'Keefe, 1. Left on base—Los Angeles 9, San Francisco 8. Time of game—2 hours 5 minutes. Umpires—Sweeney and Sheehan.

SAN FRANCISCO MUNICIPAL CHORUS SEEKING SINGERS

NEW and interesting opportunities are being offered to young singers, trained or untrained, by the Municipal Chorus under the direction of Dr. Hans Leschke. Membership in the Chorus, which is open without charge to suitable voices, will include activities in three divisions, one for beginners, one for the main body of the Chorus, and one for advanced singers, from which latter group will be drawn individual soloists, acapella groups, and quartets. The object of the new arrangement of the Chorus is to develop a body of singers which will represent the highest type of group singing possible. In addition to the chorus work, classes for choral direction are offered to those interested in developing leadership.

The Municipal Chorus of San Francisco was the first to be established in the United States, under the sponsorship of the city government, although many cities have now followed suit since the success of the idea here. With the growing interest in good music the attendance at the concerts in which the Chorus has taken part has been increasing with great strides, and the public demand for the enlargement of the scope of its activities has resulted in the new program.

Singers interested in joining the Chorus should communicate with Dr. Hans Leschke, 178 Edgewood Avenue, San Francisco. Telephone Lockhaven 2342, or with any member of the Chorus.

Municipal San Francisco Participates in Chronicle's Annual Swim

By HARRY B. SMITH
Sporting Editor, San Francisco Chronicle

MUNICIPAL San Francisco had a big hand in the San Francisco Chronicle's fifth annual Golden Gate swim which was carried through to a most successful conclusion on Sunday, September 15. It was the best handled of all these races, a natural thing since the workers gain experience with each year, and much of the credit is due San Francisco city employees who assisted not alone in the handling of the swim but participated as well. From Mayor Rolph down there was the best of co-operation.

Dr. George Horsfall, a member of the Olympic Club and a medical man at the Letterman General Hospital, won the race in the surprisingly good time of 46:34 which clipped several minutes off the record previously established by Walter Spence of Brooklyn, New York. Incidentally five Olympians finished in the order named and Coach Tommy Whitaker is entitled to a world of credit for having finished eleventh out of the first twenty. There were 139 who started over the one mile and three-quarter course from Marin county near Lime Point and seventy-nine finished.

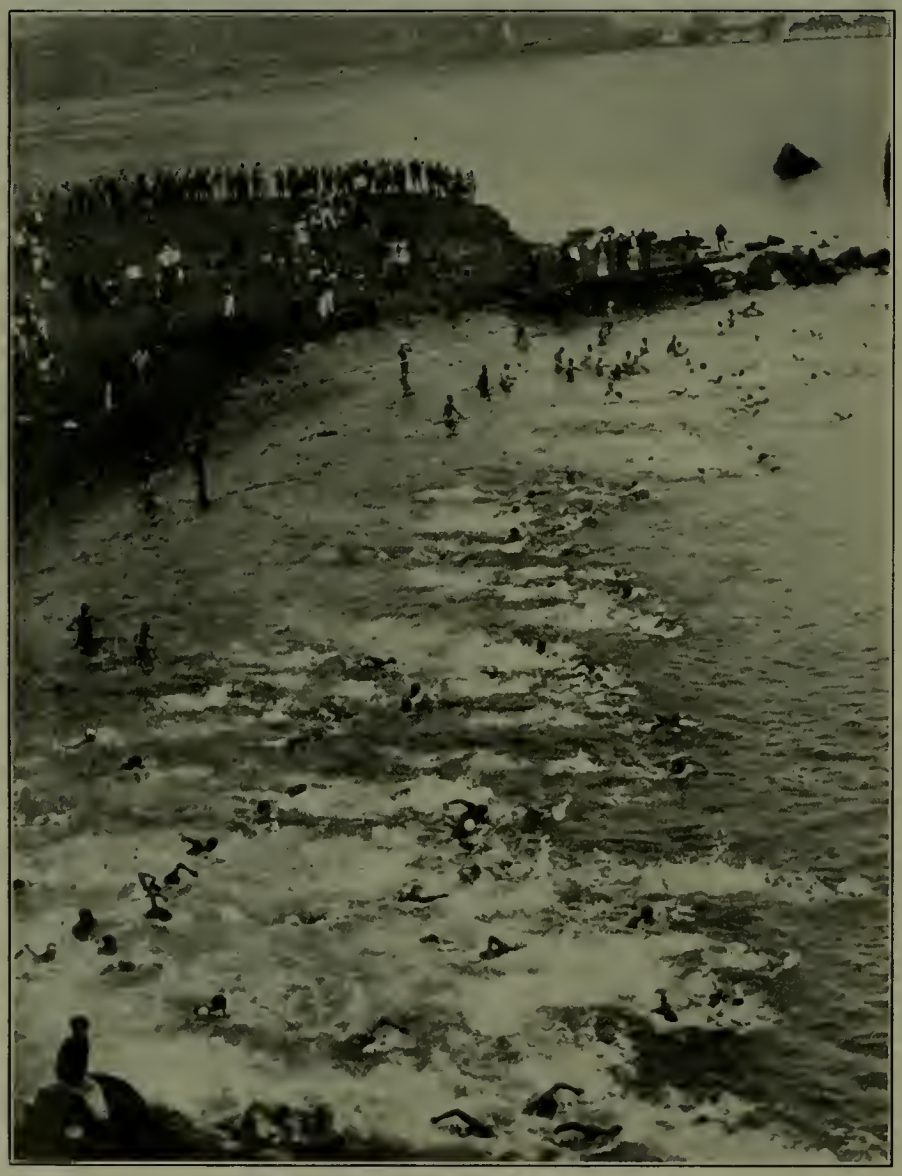


Photo by Courtesy San Francisco Chronicle.

Actual start of the San Francisco Chronicle Golden Gate swim race, Sunday, September 15, off Lime Point, Marin County. Distance to the finish, off Crissy Field, one and three-quarters miles.

Police and Fire Entrants

Police and fire entrants from the city of San Francisco were 100 per cent perfect. Six police officers started and six finished. Three firemen started and three finished, two of the firemen ahead of the police. Incidentally, Leo Beggs, the first fire laddie and Charlie Iredale, the first of the police each received a handsome trophy from the Howard Automobile Company. Each of the police took down some one or another of the trophies while there was a second field trophy for Oscar Wuotilla.

In addition each man to finish the race was given by the Chronicle a silver bar as emblematic of his feat.

These swimmers of the municipality finished as follows:

No. 35—Leo Beggs, Fireman	71:48
No. 41—Oscar Wuotilla, Fireman	74:17
No. 43—Charles Iredale, Police	75:26
No. 52—George Engler, Police	81:40
No. 58—Gus Betger, Police	87:50
No. 60—Art Swert, Police	92:27
No. 61—Leslie Rosa, Police	95:50
No. 73—Jim Gallagher, Police	132:20
No. 77—John Pruyn, Fireman	139:59

Incidentally, William Mahood, Oakland traffic officer, in his first essay at this swim finished last and showed a world of courage. He was cheered to the echo and received the Louis Parente East Bay A. C. trophy cup for his work.

Police Swimming Team

Sergeant Thomas McInerney is entitled to much credit for building up the police swimming team. Sergeant McInerney was to have competed but he suffered a hard cold the last three days previous to the race and his physician advised against swimming. It is worthy of note that Chief of Police William Quinn encourages the men of his department in this sort of thing, as does Acting Chief Charles Brennan of the Fire Department.

Chief Quinn has sanctioned the for-

mation of a Police Swimming Club which will be sponsored by Sergeant McInerney.

Mayor James Rolph delayed his departure to the east on an important mission to be present and make it a civic event. The Mayor was the big card of the day. He was on hand for the departure of the big army boats that carried the swimmers across the bay to Lime Point and he climbed the rock to assist in the start, for he was the Honorary Referee of the Day.

Mayor Rolph Was There

At the finishing point Mayor Rolph was there to greet each and every swimmer as he came to the goal. The Mayor stayed it out for more than three hours and he looked happy and pleased.

Chief Quinn of the Police Department not only furnished swimmers but the police boat Patrol was on hand and Captain McGowan, clerk to the Chief, scouted the course in a speedy launch to see nothing went wrong.

Coffee Wagon on Hand

Acting Chief of the Fire Department Charles Brennan had the department coffee wagon on hand to furnish steaming hot coffee.

Dr. William C. Hassler of the Board of Health authorized the presence of a city ambulance, and a number of cases of cold were treated by Jimmy Daily at the Central Emergency.

San Francisco Chapter, American Red Cross, under the direction of Mrs. Marrin, did gallant service in treating the swimmers.

The Army helped with the loan of boats and soldiers for policing. Captain Casey of the Police did yeoman work in keeping the crowd of 10,000 well in hand.

Everybody Helped

The Coast Guard folks were a big aid in policing the channel and picking up swimmers who couldn't finish.

In fact everybody helped to make it a big day.

Playground Commission Activities

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

Tennis

SCORES of playground tennis enthusiasts gathered at the Margaret S. Hayward Playground recently to receive their certificates for winning in the department's annual tennis tournament. "Pop" Fuller, who is in charge of the Junior Division of the National Tennis Association, and who has played such an important part in the success of Helen Wills and Helen Jacobs on the courts, honored the group by his presence on this eventful occasion. He gave an interesting talk to the children and then presented

VEDA B. YOUNG

the awards, including the tennis trophy which was won by North Beach Playground, for having received the highest points in the tournament.

Display of ships made by Playground children. The display was held in the Merchants' Exchange Building, through courtesy of the Junior Chamber of Commerce.

Swimming Pageant

The Frog Prince, adapted from Grimm's Fairy Tales, will be staged by the children participating in the department's swimming classes. The North Beach swimming tank at Lombard and Mason streets will be beautifully transformed to represent a pool and a garden where dancers from the Ocean View and Margaret S. Hayward Playgrounds will revel. The characters will include a Princess, King, Frog Prince, Maidens, Suitors, and a Court Jester. Everyone is invited to see this presentation, which was held on Saturday, September 28, at 2:30 p.m.

Airport Tour

Miniature aircraft winners received their awards in the City Hall rotunda from Captain Stanford E. Moses on August 31. Interest was added to the event by an actual flying demonstration of the tiny planes in the rotunda. An educational feature was offered the winners who visited the three airports on San Francisco Bay, Saturday, September 21, as guests of

the playground department. An opportunity was afforded these air-minded boys to learn a great deal about the mechanism of airplanes, airport layouts, weather conditions governing flying, and to see passengers alighting and going on air journeys.

Entertainment

The alumni group of Richmond Playground, together with the children who attend, at present are making elaborate preparation for a big entertainment to be held Friday evening, September 27, at the Alamo School. An enjoyable evening is assured all who may wish to go.

Pet Show

Pets of every conceivable kind were proudly exhibited at Argonne Playground by the youthful entrants in the first pet show held by this ground. The lone monkey seemed to enjoy the affair immensely.

"Pop" Fuller presenting awards to the winners of the Annual Tennis Tournament.

Duncan Matheson Honored By Mayor Rolph

DUNCAN MATHESON
City Treasurer

BEGINNING a new chapter in a career already replete with achievement, Duncan Matheson, after many years' service in the San Francisco Police Department, left that service September 4 to become City Treasurer, vice John H. Thieler, resigned. Mayor Rolph on August 31 appointed Captain Matheson and in the interim, the Mayor's popular executive secretary, Edward Rainey, acted as City Treasurer.

Captain Matheson, amid handclasps and many floral tributes, was sworn into office by County Clerk Harry I. Mulcrevy. The new City Treasurer got down to his office early on the morning of September 4, prepared to assume his new duties. At 8 o'clock the Treasury staff, representatives of various city departments and scores of well-wishers assembled to greet him. Throughout the day hundreds of Captain Matheson's friends called at the Treasurer's office to congratulate the city's new Treasurer.

On the eve of his departure from the Police Department, Captain Matheson was eulogized by Mayor Rolph, police officials and representatives of civic associations who crowded the chambers of the Police Commission to bid good-by to the veteran official who had headed the detective bureau for the last twelve years, and to wish him success as Treasurer.

A few days later Treasurer Matheson was the guest at a luncheon given in his honor by the Union League Club. Tears came into the veteran's eyes as he listened to men praise him. In an answering speech, Captain Matheson said:

"I left home at fourteen and have been on my own feet ever since. I will be on my own feet when I die. Thirty years ago when I became a patrolman I lifted my hand and pledged myself to the duties before me. I have kept that pledge.

"The other day I again raised my hand and pledged I would take care of the people's money. I shall keep that pledge. My oath is sacred to me, I am bound by it and I am going to live up to it."

The Treasurer told of his long devotion to police work and of his attendance at the last seven sessions of

Police Dept. Photo.
CAPTAIN CHARLES DULLEA

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the Legislature "to see that no law should be passed to the detriment of law-abiding citizens." Mr. Matheson told his hearers that San Francisco police methods have been copied by every city in the United States, and cited the instance at one of the last national political conventions where, with detectives of every large city present, Lieutenant Thomas Hoertkorn of the San Francisco department captured five of the six pickpockets arrested.

Captain Matheson is a native of Nova Scotia. He was appointed to the Police Department November 30, 1900. He became a corporal in 1906, a sergeant in 1908, a lieutenant three years later and was promoted to a captaincy on February 1, 1917. He had been chief of detectives for the last twelve years. Prior to his police service in San Francisco he was a roadmaster from Los Angeles to Bakersfield on the Southern Pacific system.

With Captain Matheson's retirement from the police department, his position in the detective bureau has been taken over by Captain Charles Dullea, one of the most popular men in the department. Captain Dullea entered the department in 1914. He was made a police corporal in 1921, a sergeant on April 2, 1923, and a lieutenant seven months later. On January 2 of this year he became a captain, assigned to headquarters company.

After taking office as City Treasurer, Captain Matheson announced the reorganization of his office personnel with the appointment of Sidney Smith as cashier and Thomas K. McCarthy as bank and bond deputy. Mr. Smith succeeded to the position which Ignatius A. Richardson recently resigned.

The City's Street Car System

By FREDERICK BOEKEN

Superintendent, Municipal Street Railway

FREDERICK BOEKEN
Superintendent Municipal Railway

THIS, the final article on the operation of a street railway system, will embrace the subject of "General and Miscellaneous" and has to do with the work of the general offices in the keeping of accounts, the distribution of expense in all lines of activity to their proper accounts, keeping a record of the cost of materials purchased, the cost of all repair and maintenance work performed, pay rolls, etc.

In addition, other statistical data must be collected and tabulated for the use and guidance of the various department heads, particularly in connection with the upkeep of equipment.

Careful check is kept of the number of miles run by each car and bus in service. From this is obtained the number of miles that each car wheel, brake-shoe, automobile tire, and various other parts of the make-up of equipment, has run before being replaced. Valuable comparison costs are thus obtained which are used in determining the purchase of renewal parts, etc.

Fuel Record

The number of miles to a gallon of gasoline or a quart of lubricating oil of each bus is regularly recorded, as is also the number of miles gotten from car wheels before they are scrapped or are put through the shop to be turned down. In this connection it might be interesting to know what is the life of a car wheel such as is used by the Municipal Railway, namely, steel wheels. In a previous article the fact was mentioned that the Municipal Railway uses steel wheels, whereas most street railway companies use cast-iron wheels due to the saving in expense over steel wheels. Steel wheels were adopted by the Municipal Railway due to the fact that they are more nearly noiseless, are safer from danger of broken flanges, etc. The first wear will usually total 100,000 to 120,000 miles. Then they are put through a wheel-lathe and turned down. Two turnings in the lathe is usually the limit and will produce a total mileage of about 250,000 per wheel, or a life of from five to six years. Some of the first cars, in operation since 1912, show a total mileage of over 600,000 miles.

The overhauling and inspection in connection with the care and upkeep of equipment, the oiling and greasing of various parts of the equipment, is nearly all done on a mileage basis and necessitates the keeping of accurate records of performance up to date and readily accessible to the Master Mechanic's Department.

Returns From Conductors

While all of this entails considerable work in the general offices, by far the most of the work in this department of the railway is in the handling of the returns from conductors, the making up of pay rolls and in the check taken of all materials and supplies received and issued, the handling of transfers, sale of school tickets, which in addition to being sold at each car barn, are sold in eighteen different schools, which make periodical returns of same.

Railway Pay Roll

The pay roll of a street railway requires a great deal of work. The Municipal Railway has 1300 employees and a semimonthly pay roll of over $100,000. Nearly every one of these employees must turn in an individual daily time card stating the nature of the work engaged in and properly endorsed by his immediate car dispatcher, foreman, or department head.

Most of the employees are platform men and their time being kept to the exact minute, with few being alike, constitutes the bulk of the work of this department. A special computing machine which reduces minutes to hours is used. The time sheets, when completed, must agree with the total of the time cards, as well as the total time called for by the timetables of the various lines, thus providing a double check.

Time schedules are badly disrupted daily by congestion caused by automobile traffic and automatic signals, together with parades and special events, which greatly increases the work of the timekeeper.

Labor Expense

A great deal of work is involved in the proper distribution of the expense of labor, as shown by the time cards.

Aside from the platform men, the time cards of most of the other employees show that they have worked at various occupations. Sometimes a man will be engaged in several dif-

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ferent occupations on the same day; i. e., while he may be a carpenter or blacksmith, etc., his day's work must be charged to different accounts, as shown by the time card and called for by the I. C. C. accounting system.

In the Interstate Commerce Commission's uniform system of accounts, as used by the Municipal Railway, there are 262 accounts of which 165 are used by the Municipal Railway. Some 100 blank forms, cards, etc., are necessary for almost daily use, ranging from tags to be attached to articles left on cars by thoughtless passengers to the large traffic forms on which is recorded the work of the conductors, such as number of trips run, fares and tickets received, transfers issued and received, total passengers carried, etc., each day. The operation of 215 cars with a mileage of 27,000 miles and an average of 240,000 passengers carried, is the daily record of the Municipal Railway, the cash fares averaging $9850 per day and amounting to slightly over four cents per passenger carried.

$200,000 in Materials

Approximately $200,000 worth of materials and supplies are carried in the Municipal Railway storerooms. This amount is made up of over 3000 items, ranging from small screws to armatures, car wheels and rails. Twelve thousand dollars worth of material per month is purchased and a similar amount disbursed, making a turnover of about $300,000 per year.

Individual stock cards are kept for each item by what is called the "Perpetual Inventory System," test checks on stock being made almost daily.

Subsidiary ledgers are kept of the various items of equipment, and depreciation set up for each one, thereby maintaining a complete history of all assets individually.

The 5-cent fare, from the time it leaves the passenger's hand and enters the fare-box until it finally rests in the treasury, entails a large amount of detail work, running the gauntlet of receivers, fare-box checkers, short-list adjusters, entry clerks, and final bookkeeper's ledger. The fare-box readings must present an endless chain with every fare accounted for.

Accounting Department

Some thirty employees, including clerks, stenographers, timekeepers, bookkeepers, comptometer operators, receivers, etc., are required to do the work of the accounting department. This department is directed by William H. Scott as chief clerk. Mr. Scott entered the employ of the Municipal Railway in 1913 as a clerk, and has arrived at his present responsible position by applying himself diligently to the interests of the railway.

The Municipal Election

By C. J. COLLINS
Registrar of Voters

THE Registration office is making the necessary preparations for the forthcoming election. The various polling places have been secured with the view to installing voting machines so that everything will be ready and all confusion avoided, and voting conducted with convenience to the voters. This in itself is no easy task. In some precincts we may have a dozen places to select from, and in others, such as hotel and apartment house precincts, space is limited and there is no choice —we take what we get.

October 5 Last Day

Registration for the November 5 election closes Saturday, October 5, 1929, at 12 o'clock midnight. For the accommodation of voters the office is open daily from 8:30 a. m. to 5 p. m. Commencing Monday, September 30, and continuing through that week, it will be open from 8:30 a. m. to 9 p. m. continuously excepting Saturday, October 5, when it will be open from 8:30 a. m. to 12 midnight.

Branch Registration Places

For the further accommodation of the electors, branch registration places are now established at the following places:

Central District — Bank of Italy, California and Montgomery streets; Bank of Italy, Powell-Eddy-Market streets; Bank of Italy, Geary-Stockton-O'Farrell streets; The Emporium, 835 Market street; Examiner, Third-Kearny-Market streets; Hale Bros., Fifth and Market streets; O'Connor, Moffatt and Company, O'Farrell and Stockton streets; the White House, Sutter-Grant-Post streets.

Mission District—Bank of Italy, Twenty-ninth and Mission streets; Hibernia Bank, Twenty-second and Valencia streets; Mission Savings Bank, Sixteenth and Valencia streets; San Francisco Bank, 2501 Mission street.

Richmond District—Hibernia Bank, Tenth avenue and Geary street; San Francisco Bank, 601 Clement street.

Sunset District — Bank of Italy, Eighth avenue and Irving street.

Fillmore District—Bank of Italy, Fillmore and Post streets.

All persons who registered at any time during 1928 or 1929 and are still living at the same address are not required to register, but those who have failed to register at any time during the last two years, or, who have changed their residence since last registering, *must re-register* before October 5 in order to vote at the November election.

MAJOR C. J. COLLINS

The officers of elections at each booth will be equipped with everything for their work. Careful selections are made of men and women employed in the booths so that all will be competent. Such officials will have preliminary instructions so as to be approximately perfect for their duties; the work will be forwarded, therefore, with due accuracy and everything will be in order on election day. The prestige of the registration office for correct and quick returns will be maintained.

1154 Voting Machines

All voting at this election will be by voting machines. At the City Hall machines are now installed so that voters not familiar with these appliances may have necessary instructions. There will be 1154 precincts that will have 1154 voting machines. There will be no paper ballots. Where there is congestion, as at the large hotels, etc., two machines will be placed; this will call for only one additional inspector beyond the usual force.

The polls will be opened at 7 o'clock a. m. and close at 8 o'clock p. m. By midnight the result will be ready for the public. The morning papers the next day will have the full returns. This will be a wonderful change from the old days when several days were required to complete the count and give results.

The count now is mechanically perfect and free from errors; unless from some unforeseen cause, the results can be accepted as final.

Nominations may be made for different candidates for election up to October 5, 1929. The routine as to sponsors and all other details may be obtained at the office of the Registrar of Voters in the City Hall. The offices to be filled are: City Attorney, Treasurer, Tax Collector, Recorder, Public Administrator, two Police Judges, a member of the Board of Education, and nine Supervisors.

From October 5 to November 5 the entire office force will be on their toes. October 5 will be the last day to appoint precinct boards of election. On October 26 sample ballots must be ready to be furnished to applicants at the office of the Registrar of Voters. October 28 is the last day to publish names of election officers appointed and location of polling places together with complete mailing of sample ballots. On November 3 election supplies must be delivered to inspectors, together with an American flag which must be displayed by the inspector at or near the polling place. This is the first time the flag has been used, and an act of the last Legislature makes it mandatory at every precinct throughout the State of California.

At the Municipal election all good citizens should go to the polls and vote. This will assure us of a continuance of good government that, for the past twenty years, has characterized our city.

Former Supervisor Angelo J. Rossi and Mrs. Rossi, left, with Constant J. Auger, Director of the Down Town Association, center, and H. R. Given, Chairman of Publicity Committee, Junior Chamber of Commerce, right, just before Mr. Rossi departed for Boston, where he presented the International Florists Telegraph Delivery Association with the beautiful floral emblem shown in the picture

A huge floral emblem inviting the International Florists' Telegraph Delivery Association to hold their 1930 convention in San Francisco was carried to the 1929 convention at Boston by former Supervisor Angelo J. Rossi, director of the world-wide organization of florists, who went east as western delegate.

Shortly after his arrival in Boston, Mr. Rossi delivered the emblem to the convention and informed his auditors that San Francisco was the logical meeting place for the 1930 convention. A telegram from Mr. Rossi, a few days later, announced that this city had been chosen for next year's convention.

The floral emblem, consisting of a key to the Golden Gate set over a replica of the Ferry Building, was designed by the San Francisco Junior Chamber of Commerce publicity committee of which H. R. Given, Jr., is chairman. The inscription read: "Welcome florists, the San Francisco Junior Chamber of Commerce invites your world convention in 1930."

Among those who presented the emblem to Rossi as he boarded his train for the eastern trip were: H. R. Given, Jr., Arthur M. Brown, Jr., president of the Junior Chamber, Adrian Schoorl, secretary of the San Francisco Florists Association, Joseph Cummings, executive secretary of the Down Town Association, and Malcolm A. Fraser, secretary of the Tourists Conventions.

CAPTAIN RIORDAN AND MRS. MABEL BOX FORM NEW CIVIL SERVICE COACHING SCHOOL

CAPTAIN MICHAEL RIORDAN, now on a year's leave of absence from the Police Department, has joined forces with Mabel Box, who for the last nine years has conducted a Civil Service Coaching School. Captain Riordan will give all of the instruction on Rules and Regulations, Ordinances, Laws, and Duties required of applicants. Mrs. Box will teach all other required subjects. A class will open at 7:30 p. m. on October 15, 1929, in California Hall for policemen and firemen who wish to prepare for the coming promotive examinations for their departments.

Captain Riordan will bring to the school the result of his legal and police training. Incidentally in his own civil service examinations for promotion in the Police Department, he led the field for Sergeant, Lieutenant and Captain. He is now engaged in the practice of law, and is a graduate of St. Ignatius Law School from which he holds a Bachelor's and a Master's Degree.

Mrs. Mabel Box is a graduate of the San Jose State Teachers' College, and originated her system of coaching for Civil Service examinations. Thousands of men and women now working for the city have been coached by her. She is at present coaching a class of more than 900 for General Clerks, whose examination is scheduled to take place October 1, 1929.

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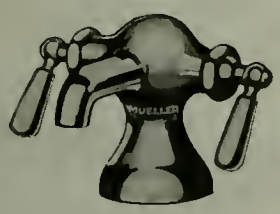

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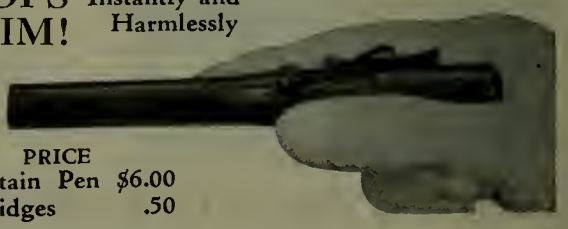

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Airport Business Shows Steady Increase

By HARRY SULLIVAN

THE Pacific Coast is credited with being the most air-minded section of the United States; San Francisco one of the most air-minded cities in the United States. Why San Francisco is deserving of this credit, and more, is interesting.

Take, for instance, Mills Field, San Francisco's municipal airport. There have been those who have seen no reason for large expenditures to make of Mills Field one of the largest and best equipped airports in the world. Not many San Franciscans were air-minded when the field was completed and thrown open to the planes of the world in May, 1927.

With the close of the old year the records showed that during the eighteen months Mills Field had been in operation there were 22,352 flights. Passengers numbered 38,105. The fact that the last eight months of 1928 showed an increase of 600 per cent in commercial aviation business at Mills Field over the same period in 1927 not only reflects the phenomenal progress of commercial aviation and shows that San Francisco not only is setting the pace, but proves that doubters are decreasing and that air-mindedness is contagious.

Steadily each month business at Mills Field is zooming. In a report of the August, 1929, business and filed by Supervisor Milo F. Kent, chairman of the Supervisors' Airport Committee, there were 2576 flights and landings with 3726 passengers during the month, as against 2236 flights and landings with 2989 passengers in July, a gain of approximately 15 per cent in flights and landings and 25 per cent in passengers.

Supervisor Milo F. Kent, center; Acting Superintendent Bart Stephens of Mills Field, left, and Johnny Rogers, inspecting Airport improvement work.

Thomas Morgan, Manager of Pickwick Airways, Inc., standing next to one of the trimotored, ten-place Bach air transports used on Pickwick air lines in its passenger flights between Mills Field, San Francisco, and Los Angeles and San Diego.

Marked progress in the development of Mills Field has followed the recent appointment of an advisory committee of citizens to coöperate with the Supervisors' committee. William G. Marvin, director of the Down Town Association; Lieutenant-Colonel Gerald Brandt, U. S. A., and E. E. Mouton, Chief Western Inspector for the Department of Aeronautics Bureau, make up the advisory committee, with Supervisors Milo F. Kent, Andrew J. Gallagher and Frank J. McGovern forming the Supervisors' committee.

During August the Board of Supervisors appropriated $76,000 for urgent improvements at Mills Field, providing for completion of the drainage system, resurfacing in front of the hangars to allay dust, additional floodlights and more office space.

Mills Field is now taxed to the full capacity of its hangar space—40,000 square feet. Supervisor Kent has announced that the Airport Committee has applications for 105,000 additional feet of hangar space.

Along the Bayshore Highway, Mills Field is one of the most interesting sights. From early morning until late at night the port is alive with activity. Planes take off practically every minute, while others constantly are arriving from all points of the compass. The City's Streets Committee has coöperated wholeheartedly with Chairman Milo F. Kent and his Airport Committee to see that every possible convenient access is given to the field. That the people of San Francisco are air-minded and aware of the necessity of development in the air, can be plainly discerned by a trip over the

One of Pickwick Airways, Inc., fleet of tri-motored, ten-place Bach air transports used on Pickwick air lines in its passenger flights from Mills Field, San Francisco, to Los Angeles and San Diego. The company plans to put similar planes in operation on its projected air line from Los Angeles to El Paso and Dallas, via Phoenix.

new highway to the flying field. Scores of men, women and children visit the spot daily and on Sunday the parking of automobiles has become a real problem for the traffic police.

In a resolution recently submitted to the Board of Supervisors by Supervisor Kent, he suggested that the City of San Francisco construct a dirigible base on city-owned property in San Mateo County near Redwood City.

The property consists of twenty-six acres east of Middlefield road and was purchased by the city because the Pulgas tunnel of the Hetch Hetchy project runs under it. Supervisor Kent explained to the Board of Supervisors the shape of the land is such that it would be practicable to construct a hangar 200 feet wide and 1400 feet long. Also, there is additional land available, should it be required, all level and situated in a section where the climatic conditions have been established by Federal survey as one of three most ideal for a dirigible base in the North American continent.

In his resolution, and which was referred to the Airport Committee, Supervisor Kent called attention to the strides being made in the use of dirigibles for commercial purposes and he placed stress on the statement San Francisco "is the most logical terminal for a dirigible base, being the metropolitan port of the Pacific Coast."

VETERAN OFFICER RETIRED

AT HIS request, Officer W. T. Hooper was retired from active duty as a Patrol Officer of the San Francisco Society for the Prevention of Cruelty to Animals, October 1, 1929, by the Board of Trustees in appreciation of his long years of service with the Society.

Mr. Hooper was born in Newport, Kentucky, June 4, 1839. On April 27, 1878, he was appointed a member of the San Francisco Police Department and detailed with the San Francisco Society for the Prevention of Cruelty to Animals, continuing with the Society up to the present time, with the exception of five years as patrol officer. He was retired from the Police Department, April 6, 1914.

Officer Hooper made his first arrest of cruelty to animals September 24, 1878, and during the first twenty years of his service arrested more than 3000 offenders. He has seen many changes improving the conditions of animals in his time, the result of educating the public in the rights of animals through the effort of Humane Societies.

Contrast the average of 150 prosecutions a year, forty years ago, to the annual report of the Society for 1928, when but nine prosecutions were made. The fact that officers do not have to spend half of their time in court prosecuting offenders gives them more time to make inspections, giving relief, etc., which has increased the number of investigations over ten times that of the early years of the Society's existence.

NORMAN D. COOK DIES SUDDENLY

Norman D. Cook, Assistant District Attorney and for the last twenty years a practicing lawyer in San Francisco, was stricken with a heart attack while swimming in the tank at the Union League Club, September 18, and died before medical assistance could be summoned. Mr. Cook, who was 49, had been in ill health for some time, although he was able to carry on his duties as Assistant District Attorney. At the close of office on the day he was stricken, Mr. Cook went to the club for a plunge. He was demonstrating how long he could stay under water when he collapsed.

Mr. Cook was born in Hollister, November 22, 1880, and received his early education in the schools of that city. He put himself through the San Francisco Business College, the Merrill & Miller College of Shorthand and Tarr's School of Expert Accounting. He later attended the Kent Law School and was admitted to the bar April 29, 1907, and began the practice of law in San Francisco.

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Announcement
SAN FRANCISCO MUNICIPAL RECORD

THE change in name of this publication from THE MUNICIPAL EMPLOYEE to the SAN FRANCISCO MUNICIPAL RECORD, effective with this issue, is a step of great historical interest to all citizens of San Francisco. Acting upon the advice and insistence of municipal and county officials and public-spirited citizens whose personal histories are interwoven gloriously with that of their city, we have revived the name of the official publication which for many years gave good and faithful service to San Francisco.

THE MUNICIPAL EMPLOYEE was established to promote the interests of the many thousands of employees of San Francisco. It soon became apparent, however, that a broader field must be included. From all over the United States came requests for subscriptions from people who could find no other record of the progress of our city. Public libraries of the entire country have placed the publication upon the shelves of the public reading rooms, while national municipal magazines have used its articles without stint to the greater glory of San Francisco.

Hundreds of copies of photographs illustrating typical scenes of progress have been purchased by leading firms and used in their sales campaigns throughout the world, and cuts have been borrowed by many different publications for reproduction with our stories and articles.

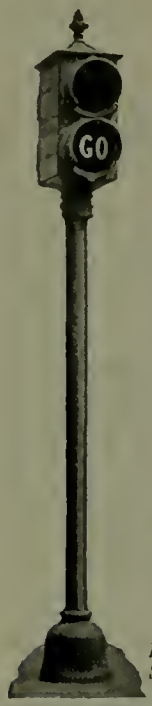
The opportunity thus presented for giving invaluable publicity of a constructive nature to our city was too urgent to be overlooked. It was apparent that the scope of the publication must be enlarged to meet the demands being made upon it.

We point with pride to the record of achievement which has led, step by step, to the position which we hold in the official life of San Francisco. Our publication has taken an active and constructive part in the several recent bond campaigns and our work has won recognition in many letters of thanks and acknowledgment from the public-spirited citizens and officials who instituted these necessary moves for the growth and well-being of this great city. Members of our staff, meeting continually the leading business men of San Francisco, are looked upon as sources of information regarding the many important projects in which San Francisco is engaged. A large and constantly increasing number of voluntary subscriptions have been received from leading citizens who wish to keep informed of the progress of San Francisco and find this publication the most authentic and ready source of regular information.

The SAN FRANCISCO MUNICIPAL RECORD therefore takes its place in the municipal publishing field with a background of accomplishment and a future of promise. With its larger scope it expects to go forward with San Francisco and to offer, issue by issue, a record of the contemporary history of this great city.

We are in the midst of an era of tremendous public works and an orderly record of this work must be kept and made available. Our citizens desire to be informed, in an official way, of the plans of San Francisco's City Government, of the manner in which those plans are worked out and of the periodic progress of that work. Departmental Reports should be published as rendered and made available to the citizenry in toto. More than this, they are of great historical interest and posterity must be enabled to refer to them with a minimum of search. The SAN FRANCISCO MUNICIPAL RECORD, as its name implies, intends to supply this need in an unbiased and orderly manner.

During the past year this policy, rigidly adhered to, has brought us many new friends. Men of prominence have come to us with words of encouragement and advice and assistance. We are deeply appreciative of these facts. They encourage us to renew our pledge to give our best to our city. With the proper coöperation of all Governmental Departments and of the citizenry in general the SAN FRANCISCO MUNICIPAL RECORD will not fail San Francisco, but will clearly, truthfully and regularly portray to the world the great things this city is doing and her progress month by month.



Pedestrian Signal

The Most Difficult TRAFFIC PROBLEM in the United States

By MILLER MCCLINTOCK
Director, The Albert Russel Erskine Bureau for Traffic Research

Reprinted from *Motorland*

Vehicular Signal

EVERY city has its prize traffic problem which it considers the champion of all traffic problems. Sometimes it is a single complex intersection such as Columbus Circle in New York City, Governor Square in Boston or First and Glendale in Los Angeles. Sometimes it is a difficult and crowded street length such as Broadway in New York City, Washington Street in Boston, or Canal Street in New Orleans.

After a considerable acquaintance with the most aggravating traffic problems in the United States, the writer nominates Market Street in San Francisco as the most "cussed" traffic street in the United States. If you feel that your city has been slighted, don't hesitate to speak up, but first read the reasons. It is not because it is crooked, for it is straight as a string. It is not because it is hilly, for it has no noticeable grade. And it is not because it is narrow, for it has a width of one hundred and twenty feet between property lines, and a uniform roadway width of seventy-six feet.

For almost two miles Market Street runs through the central business district of San Francisco. But it runs in such a manner as no downtown business street ever ran before. In this distance thirty-seven streets enter from the north and nineteen from the south in such a manner as to form a series of twenty-four irregular intersections no two of which are alike. So irregular are the intersections that at but thirteen is it possible for traffic to cross.

Arrangement Inherited

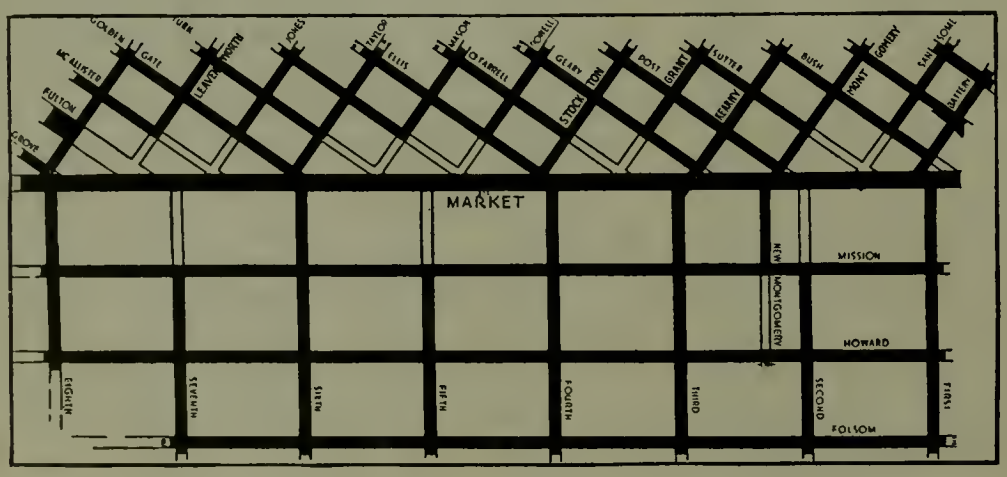
This peculiar physical arrangement was inherited from the days of '49 when a hitching post was the nearest approach to traffic control that had ever been needed or contemplated. When the gold rush town of Yerba Buena, which lay to the north of the present Market Street, began to expand, the city fathers extended the rectangular street plan southward until they came to a problem. This was in the form of the old road that connected the Mission Dolores with the water front.

It was a problem because it intersected the proposed plotting at an angle of about forty-five degrees. To have made it conform would have been a violation of tradition and without doubt the convenience of those few who had built along the old mission road. It was left, and with the gold business rushing and the future bright, a more generous planning policy was adopted.

Streets Parallel

Streets to the south of Market Street were laid out parallel with it and blocks of 825 by 550 feet, with streets of 82 feet in width, were used instead of skimpy blocks of 275 by 412 feet and streets of 68 feet which had prevailed to the north. The resulting pattern is shown in the pattern map of a section of Market Street accompanying this article.

On top of all these troubles some years ago the city had a fight with the private traction company, went into the



San Francisco's Market Street, the most "cussed" traffic street in the United States, is the junction of two districts, the block patterns of which differ in size and shape, creating irregular intersections, no two of which are alike. In this sectional map, ten of the sixteen intersections are shown in white to indicate the deadened traffic streets.

street car business, and today Market Street has four car tracks for its full length through the business district. These have not helped to relieve the problem. For pedestrians to cross Market Street has been about as interesting as playing tag with switch engines in a busy freight yard.

Although Market Street is a natural approach to the Central district for vehicular traffic, the street cars have just about discouraged the automobile driver. The four street car tracks take up forty-three feet of the roadway width, leaving room for only one line of moving vehicles on each side, in addition to the parking. Despite this handicap the street carries 10,000 vehicles per business day.

Not only do the street cars have plenty of track in the street, but they keep it busy. At the heaviest traffic point 6300 street cars pass from 7 a. m. to 7 p. m. and 2150 at the lightest point. Seven street car lines cross Market Street, and at nine points lines turn off the street.

Pedestrian Traffic

Being in the heart of the business district, and having many of the largest stores, Market Street has a large volume of pedestrian traffic. An eight hour count showed 110,000 persons walking through a single intersection. Pedestrian movements are complicated by the design and use of the street. The width of the roadway and the four busy car tracks cause confusion. Pedestrians have frequently been stranded in the middle of the street between moving street cars, a situation not necessarily fatal to slender persons but one which affords at least a close shave for those who are plump. The irregular intersections have often made it necessary for pedestrians to cross Market Street at places where it is impossible to give signal indications. The same irregularity has resulted in cross-walks of very great length, especially along the north side of the street. One of these cross-walks from sidewalk to sidewalk is 320 feet in length.

Jay-Walking Dangerous

Lots of things can happen to an unprotected pedestrian while walking through heavy traffic for a distance of 320 feet. Lots of things have. Many of the other cross-walks exceed 200 feet in length.

Certainly Market Street is enough to give any traffic expert high blood pressure.

For the past three years a citizens' committee, the San Francisco Traffic Survey Committee, with a staff of engineers, has been working to reduce this world's worst traffic problem to a point where citizens can use Market Street with less fear and trembling and with a preservation of at least a part of their personal dignity. In this work the California State Automobile Association, the California affiliated club of the American Automobile Association, has taken a leading part.

These endeavors are now beginning to bear fruit. How the relief has been accomplished may be worth relating, for while it is doubted if any other city has a comparable problem, Market Street in its various problems is a kind of encyclopedia of all traffic ills.

The most pressing problem was pedestrian protection. Some way had to be found to keep Market Street from becoming a barrier to the movement of shoppers in the business district. Individual citizens were very helpful with suggestions, popularity being divided between pedestrian bridges, and tunnels, and far less practicable methods. Perhaps some of these devices will still have to be called into service.

Policy of Conservatism

The committee, however, believed in a policy of conservatism. The first step was to designate a system of cross walks for the entire street. These were as few in number as was consistent with handling the crowds, but each cross-walk was placed where it would serve the greatest number, where the crossing distance was shortest, and where there would be the greatest protection from vehicles and street cars. The cross-walks were marked with metallic marks and broad bands of yellow paint.

Painted traffic lanes, to channelize vehicular flow, have doubled the capacity of many of Market Street's complicated intersections. In the foreground is a safety island beacon.

At best some of these cross-walks were over 250 feet in length, entirely too long for a non-stop pedestrian flight. Hence emergency landing fields or safety islands were built at the more difficult points. These resulted in one instance in reducing the maximum exposure of pedestrians to traffic from 320 to 65 feet. These pedestrian islands also serve to channelize vehicular traffic. They are protected at night by flashing beacons.

The loading zones for street cars had been placed wherever it seemed most expedient. Some of these were in places where riders found it necessary to cross dangerous street areas, and others were so located that stopped street cars blocked the flow of traffic from entering streets. Many of these have been relocated and strong protective loading platforms have been constructed for the protection of those boarding or alighting from street cars.

Examples of Market Street pedestrian regulation. (Left) Beyond the vehicles, pedestrian flow across Market; in the foreground, vehicular signal, pedestrian signal and beacon. (Right) Pedestrian flow with traffic along Market at the busy intersection with Stockton and Ellis. The four lines of street cars along Market are also well illustrated.

Innovation in Traffic

The irregularities of the street and the necessary location of the cross-walks necessitated an innovation in traffic control signal practice. At many places the ends of the cross-walks were more than 100 feet from the location of the traffic signal which would normally be followed by the crossing pedestrian. Obviously these could not be seen. In many other places the traffic signal while in line with the cross-walk, was as far as 300 feet from the pedestrian about to leave the curb. This condition necessitated the specification of a special system of pedestrian signals.

Installed on Market

Along Market Street 180 of these signals have been erected. Each cross-walk has been completely covered so that no pedestrian need be confused as to the time when it is safe or unsafe to cross. These signals differ in design from the regular vehicular signals and are so located that there can be no confusion between them. In operation the pedestrian signals work with the vehicular signals, but in such a manner that pedestrians can be given added warning of the expiration of their crossing period. This element gives pedestrians a maximum safe crossing period and at the same time causes a minimum interference with vehicular and street car movement.

Typical of Market Street's "safety islands" are these two which reduced the former 300-foot "non-stop" pedestrian crossing along Market at Battery and also serve to channelize vehicular traffic flow from entering streets.

Views of the City's new traffic signals, designed by Chief Ralph W. Wiley of the Department of Electricity. Upper left: One of the pedestrian signals. Upper right: Combination pedestrian, traffic signal and street sign. Lower left: Another view of the pedestrian signal. Lower right: A close-up of the pedestrian "Stop" and "Go" signal.

First Instance in U. S.

This is the first time that a system of pedestrian signals has been designed to work as a part of a coördinated signal system. It is probably the only instance in the United States where such a system would be needed or justified. At the same time the principle is a very valuable one and could properly be applied at any irregular intersection where the cross-walks are so located that it is difficult for pedestrians to follow the regular traffic signals.

The next big problem was to design some plan for vehicular movement which would keep automobiles and street cars rolling at a reasonable speed without rolling into one another. This problem was not without its complexities. In addition to the peculiarities of Market Street itself, it should be recalled that the street patterns to both sides have their own irregularities. The fact that the block lengths differ results in throwing unbalanced loads against Market Street. Since only half of the streets to the north are so located that traffic can cross, these streets are heavily loaded, while the others are practically unused.

Left Turns Prohibited

Left turns of vehicles off Market Street across four busy car tracks early proved impracticable and had been prohibited.

Such traffic as could cross the street from the north and south had hard going. The corresponding streets on the opposite side of Market rarely matched, off-sets being as great as 200 feet. This winding movement usually resulted in but one vehicle being able to get through at a time. This situation has been remedied, and in most

DEPARTMENT HEAD

RALPH W. WILEY
Chief, Department of Electricity, San Francisco

cases the capacity has been doubled by the placing of lane markers of paint, by the cut back of obstructive curbs, and by channelizing the flow of vehicles by the location of the safety islands already mentioned.

The big job came in attempting to work out a system of traffic signals which would move traffic along and across Market Street, and at the same time would harmonize these movements. The design of a progressive control system for such a district as the loop in Chicago is comparatively simple because the blocks are of fairly equal length.

Different Picture

Market Street and the adjacent streets to the north and south present a far different picture. There are three distinct patterns with many local variations and irregularities. Despite these difficulties, a progressive timing control plan for the entire district has been evolved and put into operation. The street intersections with the short blocks to the north of Market Street operate on a short cycle, the medium blocks to the south on a medium cycle, and the long blocks on Market Street with a long cycle.

While the irregularities of the pattern make a perfect progression of movement impossible, the system has resulted in a great reduction in delays throughout the central district.

These advantages are clear gain in addition to the greater protection and convenience which is afforded to pedestrians.

The Market Street problem is by no means solved. There is no magic in traffic control engineering which can convert complex intersections into simple crossings, or cause four-car tracks to vanish in thin air. It is hopeful for San Francisco and other cities, however, that traffic problems of such difficulty as that represented on Market Street can be so greatly relieved by such easy and inexpensive methods.

Solving San Francisco's Garbage Problem

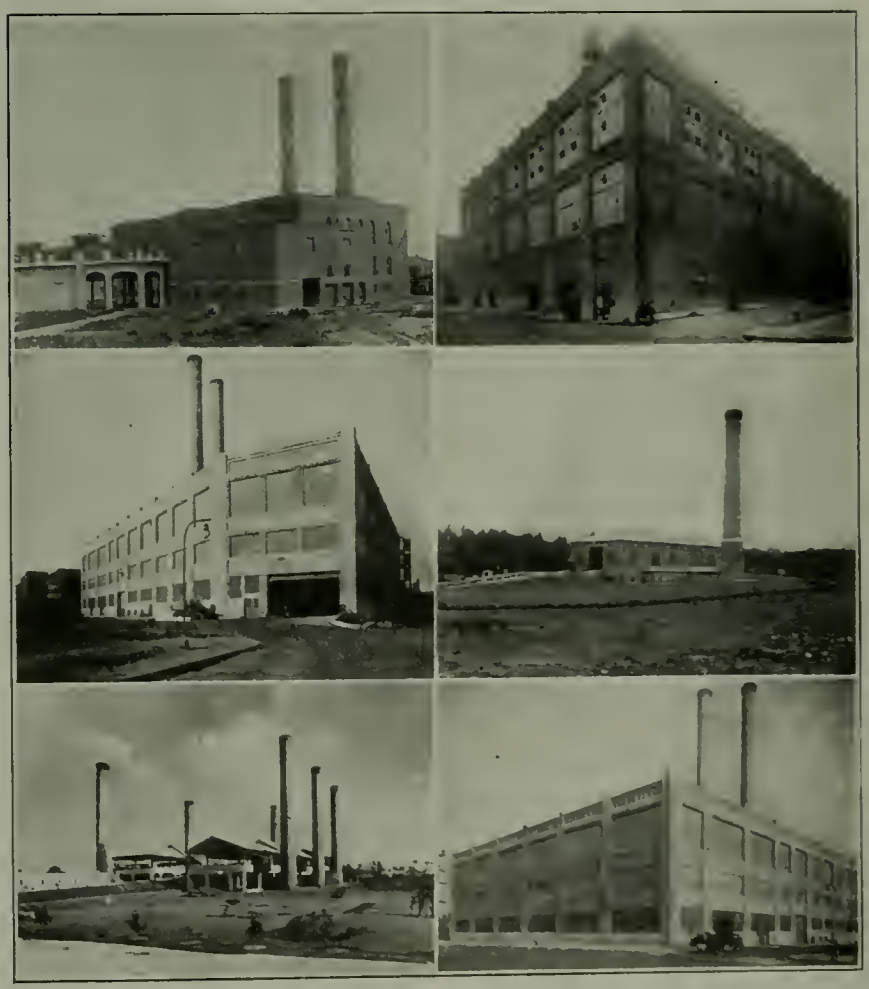
By M. M. O'Shaugnessy
City Engineer

At the election of November 5, 1929, the voter of San Francisco was asked to express his opinion on five separate propositions relating to the disposal of garbage. Four of these were questions of policy, placed on the ballot by the Board of Supervisors to aid it in coming to a decision on this question, which has been before that body for many a year and has not been satisfactorily solved. The fifth question was an initiative proposition providing a hard and fast method of disposing of the city's wastes.

The four questions of policy were:

1. Shall garbage be disposed of by incineration?

2. Shall the city establish a municipally owned and operated system for the collection of garbage?



TYPICAL INCINERATOR INSTALLATIONS

Upper left: Toronto, Ontario, Wellington Street destructor plant. Upper right: New York City, 73rd Street destructor plant. Center left: New York City, ramp entrance, 139th Street destructor plant. Center right: White Plains, New York, Nye Incinerator. Bottom left: Miami, Florida, Nye Incinerator. Bottom right: New York City, 139th Street destructor plant.

3. Shall the city establish a municipally owned and operated system for the disposal of garbage?

4. Shall the city enter into an agreement with some party to construct a privately owned and operated incinerator with a recapture provision in the permit?

The initiative proposition provided for municipal disposal by a fill and cover method on tidelands of the bay shore near the southerly boundary of the city.

The vote on the propositions is indicated below:

No.	For	Against
1	42,570	33,291
2	13,102	58,002
3	13,266	55,756
4	22,163	46,622
8	25,065	49,467

Two Questions

The campaign on these garbage questions narrowed down to the question of incineration as against fill and cover, and Proposition No. 1, endorsing incineration, carried, while all the other propositions lost; in other words, the Board of Supervisors has been instructed by the electorate to provide incineration for disposal of the city's garbage, and it is left to the judgment of that body whether this incineration shall be municipally or privately owned and operated—whichever may be the better bargain.

The circumstances leading up to this campaign have been quite interesting. Until 1896, garbage was collected and disposed of by scavengers who were controlled but little by city officials. Dumps existed on the various low-lying areas of the city, and to these the refuse was hauled. The dumps were picked over by scavengers looking for junk or other material of value, and these men burned the greater part of the combustible matter in the dumps. A large portion of the dumps consisted of material excavated from construction work. Most of these ancient dumps have since been occupied by buildings.

Franchise Granted

After the most available dumping places had been filled, the Board of Supervisors, in 1896, granted to certain interests a 50-year franchise for disposing of all the city's refuse by incineration, and an ordinance was passed fixing a rate of 60 cents a ton to be paid to the incinerator interests by the collecting scavengers for all material which should go to the incinerator. This company built a Thackeray destructor with a nominal capacity of 400 tons daily. The plant consists of thirty-two furnaces or burning cells in two nests, each of which has a flue to a central stack. There is no combustion chamber in this layout. The plant is still being operated, although it is in a woeful state of dilapidation. It is being operated for the city, which owns it now, by the Scavengers' Protective Association, which also controls the greater part of the garbage collection. The association is paid a dollar a ton by the scavengers for all refuse received at the incinerator, and, at present, it is destroying about 600 tons daily in a very incomplete manner.

—Photo by Chaffee

M. M. O'SHAUGHNESSY

The plant is conceded by practically everyone to be inadequate, insanitary, obsolete, and generally unsatisfactory. Some of the landowners in the neighborhood, under the title San Francisco Development Company, brought suit against the city as owner, and the Scavengers' Protective Association as operator, to obtain relief from the unpleasant conditions, asking that operation of the plant be discontinued, and that they be reimbursed for court costs. This action was filed in the Superior Court on October 4, 1926.

Demurrer Filed

On November 15, 1926, the city filed a demurrer, which was overruled on January 7, 1927. On May 17, 1929, the action was heard before Superior Judge Edmund P. Mogan. Some members of the Board of Supervisors testified, admitting that the plant was very much as noted in the complaint. It was not even denied that partially burned or burning matter was passed out of the chimney to lodge on adjacent roofs. It was admitted that excessive smoke and noxious smells were emitted. On June 5, 1929, the court held that the incinerator was a nuisance and should be replaced by a modern plant, but withheld final judgment to allow a determination of policy by the citizens in the forthcoming election.

Engineer Engaged

After the great fire of 1906, an eminent sanitary engineer of New York was engaged as consulting engineer to prepare plans and specifications for the construction of three modern high temperature incinerators in various parts of the city to dispose of the city's wastes in a modern manner. In 1908, after a campaign initiated largely by the Chamber of Commerce, the electorate authorized a bond issue of a million dollars with which to construct two of these incinerators, and to buy the old Thackeray destructor and the franchise which had been granted in 1896 for garbage disposal. Contracts for the

construction of two Heenan-Froude incinerators were let, and land was purchased in two sections of the city upon which to build them. During the construction of the first incinerator, the writer became City Engineer.

Engineer Convinced

After inspection of a similar plant in the East, he was convinced of the impracticability of the plant under construction as applied to San Francisco's refuse, so he notified the contractor to discontinue work on the second plant, and to bring the first plant to completion so that it could be tested as soon as possible. Upon test, the plant failed to live up to the specifications, and was rejected by the Board of Public Works, but subsequently the contractor obtained judgment against the city for the cost of his work, on the grounds that the guarantees did not mean exactly what they had been construed to mean, and that he had done the best he could, considering the state of the art. It was at this time that the old plant and the franchise were bought by the city, by using a portion of the proceeds of the bond issue.

Permit Sought

After the rejection of the Heenan-Froude plant, the garbage question remained more or less quiet for some time, the old Thackeray destructor continuing in operation, although in a very unsatisfactory manner. Then propositions began to crop up from various interested parties for disposing of garbage by various means. Considerable prominence was given to dumping at sea, and a number of propositions to do this were advanced, but the experience of our sister city, Oakland, has not encouraged us in the dumping at sea method. Although garbage from the city is dumped many miles out at sea, there are many complaints that the stuff washes ashore under the influence of the prevailing westerly winds to foul the ocean beaches. This experience is similar to that of New York City and other communities.

A group of contractors made strenuous efforts to acquire a permit for a fill and cover proposition in the neighborhood of Hunter's Point, proposing to dump the garbage on the tidal areas and cover it with the spoil from excavations for buildings, streets, etc. They were unsuccessful in obtaining this permit, due largely to the health menace in setting up rat colonies as potential centers of bubonic plague infestation. We cannot forget the experience of the city in the bubonic plague visits from 1900 to 1908, nor the experience of Oakland in its garbage dump near Sixteenth Street in 1926, where bubonic plague-infested rats were found, nor the experience of Los Angeles shortly prior to that time, when bubonic plague cost that city many lives and large sums of money.

Report Advises

The report advises that the contractors be required to show evidence of having sufficient means and ability to construct guaranteed plants under bond, and that guarantees should be made covering man hours per ton of refuse, power consumption, temperature limits, quantity of additional fuel, rate of burning in pounds of refuse per square foot of grate area per hour, freedom from nuisance, smoke, odors, etc. It is expected that, in the near future, the Supervisors will take some action on this report of the City Engineer.

No Progress Made

After extended discussion of the various methods presented for disposal of garbage, the Supervisors made no progress. Members of the Health Committee, on several occasions, visited the various cities of the East and of Canada to inspect incinerators and other methods of garbage disposal. In July of this year, the writer, with an assistant engineer, under instructions from the Supervisors, visited Chicago, New York, Toronto, St. Paul, Minneapolis, Seattle, and Portland, Oregon, to inspect incinerators and investigate garbage disposal. His findings are incorporated in an extensive report, dated August 5, 1929, favoring the construction of an incinerator similar to the plant on 73rd and Exterior Streets in New York City, or the plants in Toronto, and recommending the construction of an incinerator under specifications which would allow the benefits of competitive open bidding.

City Incinerator, Sacramento

Tribute Paid Honored Names by Playground Commission

Father Crowley and Helen Wills Playfields Dedicated

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

EVER since the death of Rev. Dennis O. Crowley, the kindly, inspiring father of the playground movement in San Francisco, and a figure of prominence in this city for many years, the Playground Commission has desired to name a playground in his memory. Honor is particularly due him since he served admirably for sixteen years as President of the Playground Commission. He was appointed a playground commissioner by His Honor, James Rolph, Jr., when the latter became Mayor of San Francisco in 1912.

Playground Selected

No more fitting playground could have been selected to be renamed in his honor than Southside Playground, located at Seventh and Harrison Streets, which was the first public playground in San Francisco operated under the supervision of the Playground Commission. The history of the "Father Crowley" Playground dates back to 1901 when the Board of Supervisors gave the Board of Education $12,000 to lease and equip a playground at Seventh and Harrison Streets. In 1904 a bond issue made possible the purchase of this playground which has been operated since 1907 by the Playground Commission when it came into existence by a city charter amendment. The Playground Commission's decision to rename Southside Playground the "Father Crowley" Playground was made at a regular meeting, Wednesday, December 4, and is backed by enthusiastic public sentiment.

Helen Wills, too, has been honored by the Playground Commission. She is the product of the playgrounds and has been acclaimed all over the world, not alone as the greatest tennis figure in history and world champion, but as a young woman of sterling character. Foreign nations have paid her tribute. What more appropriate tribute can the San Francisco Playground Commission pay than to name a playground in honor of this charming yet forceful personality who is the personification of the spirit of play? The Commission decided to rename the Spring Valley Playground, located on Broadway and Larkin Streets the "Helen Wills" Playground.

BEFORE AND AFTER!

Top: Helen Wills Playground, formerly Spring Valley Playground, as it was. Photo taken July, 1929. Bottom: Same playground today, extensive improvements making it one of the finest in San Francisco.

Playground Reopened

On November 27 the playground was reopened after having been enlarged and beautified with a splendid field house, shrubbery, tennis, volleyball and basketball courts, and a children's apparatus section. Helen Wills was present on this auspicious occasion when over 1000 children from the Spring Valley, Sherman, Redding and St. Brigid's schools were in attendance. Miss Wills also talked to the children, parents, teachers and friends, on that occasion, and received one of the most enthusiastic ovations of her entire career. Ex-senator James D. Phelan, President of the Playground Commission, and other members of the Commission were also present on that eventful day.

An interesting story lies back of the Helen Wills Playground. A few years after the conflagration of 1906 the Board of Education turned over to the Playground Commission school prop-

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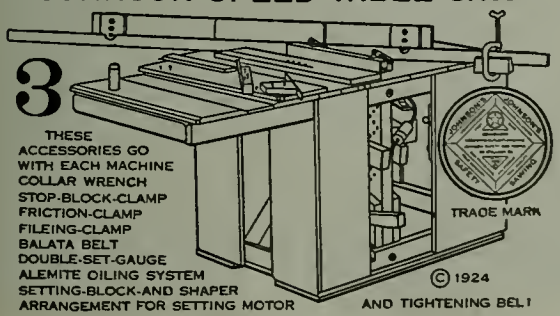

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erty on Broadway between Polk and Larkin Streets which had been used for the Spring Valley Grammar School. This property was developed for play purposes, and although small in area, it has been the playground where many famous tennis stars received their first instruction. In 1929 the property was doubled in size by a purchase of land and then entirely reconstructed by the Playground Commission's construction department. The Commission is pleased, to help beautify San Francisco, and especially to pay worthy tribute to none other than the tennis champion of the world by naming this playground in her honor the "Helen Wills" Playground.

Battle to Continue to Save China Beach for San Francisco

Public Spirited Individuals and Organizations to Renew Efforts

CHINA BEACH, one of the most beautiful features of our landscape, is situated near the peerless Golden Gate and is about to be lost to the public as a recreational area for all time.

At the recent November election the people of San Francisco voted on a proposition for the preservation of China Beach for public recreation. A women's committee headed by Mrs. Annette L. Bachman, assisted by Mrs. Herbert Gunn, Mrs. Charles Robinson, Mrs. W. S. Berry and Mrs. Paul Paige and groups throughout the city, concentrated their efforts for three weeks previous to the election on this proposition.

Large Vote

Seventy-two thousand one hundred and seventy-five persons voted on the China Beach proposition which failed to carry by a small margin of 3948 votes. It was indeed gratifying to find, after such a short period of concerted effort, as substantial a vote as was recorded. The committee therefore feels they should make a final effort to prevent China Beach from being lost to the public at all times.

Favorable statements have been received from a number of people living in the immediate vicinity. One is from J. Sheldon Potter of 710 Camino Del Mar who said in his letter of December 10, 1929, to Honorable James D. Phelan, President of the Playground Commission: "I am greatly in favor of public ownership of China Cove, as I believe that were it parked and operated under the control of the Playground Commission that it would not only preserve the beauty of the shore line, but would preserve the beach fo those who enjoy surf bathing."

Merchants Endorse

The Geary Street Merchants' Asso ciation stated in their letter of Novem ber 23, 1929:

"At the regular meeting of our asso ciation held November 18, 1929, it wa unanimously agreed that we shoul continue to bring about the ultimat realization of the preservation o China Beach as a recreational play ground, despite the fact of the defeat of this proposition.

"We feel that in view of the tre mendous vote cast in favor of same that some method should be found wherein this last beach property of San Francisco could be given to the public.

"We earnestly urge your Honorable Commission to consider this matter and you may be sure that you will not only have the thanks of our association, but

(Turn to Page 18)

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Extensive Improvements on the Western Pacific

SUBSTANTIAL progress was made by the Western Pacific Railroad Company during the year 1929 in carrying forward its program for improvement of its roadway and equipment. This program, begun in 1927 and covering a period of about six years, includes the renewal of rail on all main line track, widening of embankments, ballasting of roadbed, construction of new steel and concrete bridges, lining of tunnels with concrete, rebuilding of freight cars, etc.

The ultimate expenditure called for by this program totals $18,000,000 of which approximately $5,400,000 represents the outlay up to the close of 1929. Stated in terms of percentages of main line mileage, the improvement work completed by the close of this year is: bank widening, 61 per cent; ballasting, 42 per cent; rail change, 28 per cent. The Western Pacific purchased during the past year additional rolling stock consisting of 250 automobile cars, 50 tank cars and 50 flat cars, all being of the latest type and designed to provide equipment best suited to the requirements of shippers.

The Western Pacific and its subsidiary lines have an operated mileage of 1362. The Western Pacific operates a through route to the east from San Francisco and Oakland, via Stockton and Sacramento, and thence via Marysville, Oroville and the Feather River Canyon through Nevada to Salt Lake City, Utah, where it connects with the Denver and Rio Grande Western and the Union Pacific for eastern points, also with local Utah lines. It serves Reno, Nevada, by a branch line from Reno Junction, and it connects at Wells, Nevada, with a branch of the Oregon Short Line from Twin Falls, Idaho.

The Westeren Pacific has two electric lines in California: the Sacramento Northern Railway, which operates between Oakland, Sacramento, Chico and Oroville, with branches serving important towns; and the Tidewater Southern Railway, an electric line from Stockton southward to Manteca, Modesto, Turlock and Hilmar. The Western Pacific also owns a one-third interest in the Central California Traction Company, an electric line between Sacramento and Stockton.

During the past year the Sacramento Northern completed and placed in operation its sixteen-mile Holland branch which extends into the Glide, Lisbon and Holland districts of the Sacramento delta region, a rich agricultural territory heretofore without rail transportation. The coming year will see the completion of the Pittsburg branch of the Sacramento Northern as well as the construction of a railroad to connect its main line with its detached Vaca Valley line.

On the Western Pacific in the Picturesque Feather River Canyon—Looking West from Belden

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CHINA BEACH

(Continued from Page 14)

that we stand ready to render the fullest degree of coöperation in order to bring about the successful realization of this valuable and worthy project."

The Park Presidio Improvement Association in their letter of November 15, stated:

"The members of the Park Presidio Improvement Association extend their sincere thanks to your Honorable Commission in your splendid effort made recently on behalf of proposition to acquire China Beach.

"Will greatly appreciate any suggestions you can offer to keep up this fight to preserve China Beach for public use, if same is possible, as our association is deeply interested in this movement."

Many Favor Presentation

Many individuals, groups and associations throughout the city favoring the preservation of the beach for recreational purposes are as follows:

San Francisco Playground Commission; San Francisco City Planning Commission; San Francisco Garden Club; Daughters of California Pioneers; Second District California Congress of Parent Teachers; Galileo Parent Teachers; Sutro Parent Teachers; Clement Street Merchants' Association; San Francisco Building Trades Council; Post United Veterans of the Republic; Disabled American Veterans of World War; Associated Sportsmen of California; State of California Department of Natural Resources, Division of Parks; Daughters of California Pioneers; Corporal Harold W. Roberts; Dr. Edward F. Glaser (State Board of Health), 201 Camino Del Mar; Dr. Walter M. Dickie, State Board of Health; Dr. Dora Hammar; Dr. Louise Deal; J. Sheldon Potter, 710 Camino Del Mar; Alan McDonald, El Camino Del Mar; Park Presidio Improvement Association; Geary Street Merchants' Association; Mrs. Annette L. Bachman, 238 28th Ave.; Mrs. Herbert Gunn, 163 26th Ave.; Mrs. Charles Robinson, 370 23rd Ave.; Mrs. Paul Paige, 8101 Geary St.; Mrs. W. S. Berry, 1770 Pacific Ave.; Mrs. Wm. Joyner, 639 21st Ave.; Alfred Meyer, 147 26th Ave.; Neel D. Parker, 726 Camino Del Mar; Frank A. Fox, 290 26th Ave.; Edward A. Kenney, 3633 Clement St.; Mrs. Melvin D. Savage, 158 28th Ave.

Technical Engineers' Union

By J. L. Slater, Jr.

Our annual banquet is over and those members who did not attend this affair certainly missed a real time. The Entertainment Committee, headed by Ray Grier, handled the affair in a very capable manner. The entertainment, music and menu was pleasing to all. Short after-dinner speeches were made by Tmiothy Reardon, President of the Board of Public Works, Supervisor-elect Angelo Rossi, John A. O'Connell, Secretary of the Labor Council, and A. Cochrane, President of the Oakland Local, Engineers' Union.

In addition to the above gentlemen, the honored guests included: George Allen and D. T. Conroy, editors of this publication, Paul Ost, Harold Stahle, Fred Shutts and Theodore Tominski, retired Inspector of Streets, and an honorary member of Local 11. Supervisors Stanton and Gallagher were unable to attend while Chief O'Shaughnessy and his assistant, Clyde Healy, had asked to be excused.

The spirit of good fellowship prevailed and from the smiles and good humor shown by the members as they departed for their homes it was quite evident that a real pleasant evening was spent by all.

* * *

Well, boys, another good man and true has succumbed to the inevitable. Inspector Breslin went to Reno a couple of weeks ago and was married to "the best girl in the world." It is quite safe to say that Tom and his bride have the best wishes of Local 11 for a long, prosperous and happy life.

* * *

From the results of the Cal-Stanford game we don't think "Cycle" Patterson made much on that game. You're not the only one, Pat.

* * *

Bright and early on the morning of November 12 we noticed Rube Owens passing out the cigars to the boys in the drafting rooms. The cause of this was the arrival of an eight pound boy in Rube's family on the evening of Armistice Day. Latest reports stated Mrs. Owens and the new arrival were doing nicely while R. H. was losing plenty of sleep.

* * *

We ran into Charlie Gardiner the other day. He has been inspecting on the Bernal Cut project with Inspectors Mullany, De Cew, Ottman, Huff and Foss.

The recent crash in Trans-America was thought to be the result of Mannelli unloading a portion of his holdings. To avert another crash the boys persuaded Abrahamson not to dump his Italo Pete on the market at this time.

* * *

R. B. Reed dropped into the office the other day and relieved a certain draftsman of an "eight six bits" protractor which was correctly initialed R. B. R. Reed has been in charge of the drainage and pavement at the Airport. Rademann, Dan Ryan and Harry Law were also on that job but they expected to finish the work by the time this goes to press.

* * *

We haven't seen Steve Jarrett at the meetings for some time so we looked him up and found he is inspecting the Junipero Serra Boulevard job together with Dan McCarthy, Keenan, Williams and Coon.

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Fads in the Assessor's Office

By Louise M. O'Hara

FADS, 'tis said, are our saving grace in this stern old world we decorate for a while, so list while we tell you of a few that lurk in our midst:

Vivian Schulz's pet fad is a pear orchard at Walnut Creek where she specializes in the choicest of Bartlett pears during her spare week ends and then, bless her blonde head, shares the fruit of her toil with her fellow workers in the office.

* * *

Gertrude Spencer's fad is a bosky dell in the canyon of Brookdale, where she has dammed a bit of the brook and made a charming gold-fish pond, making the view from her dining-room window appear to be a bit of picturesque Japan. Altogether a delightful setting for the lovely bungalow.

* * *

Herman Zimmerman, our Chief, also has a little fad; he collects poison oak yearly while helping the neighbors get rid of the weed. The Chief, too, has made a pool in his garden for his little daughter and her friends to wade in and later to be a lily pond.

* * *

Eddie Landau's pet hobby is the Boy Scouts, a band of which Eddie is Master. Eddie does some wonderful work for his Scouts but that doesn't prevent him from glancing shyly at some of the girls he's meeting on his travels. We hear all the news, Eddie.

* * *

Harold Boyd has but one thought and that is the training of James Bruce Boyd for the Democratic Presidency and you may be sure James Bruce takes the matter very seriously as is manifested by his grave contemplation of his father's office and co-workers upon his rare visits here. However, he possesses a bit of his father's famous humor, for he winked at us and said, "That will be one time the country will have a good looking President." Smart fella, eh what?

Ed. McDevitt says it's so lovely up the Russian River that he just hated coming back, and that brings to our mind a lovely bit of poetry written by our versatile Thelma Benson, and which is quite in keeping with the general attitude of those of us who have but recently returned from the great out of doors.

THE CALL OF PAN

We are going to clean the house today,
Hang covers and pillows upon the line,
Beat the rugs and wipe the chairs,
And make the windows shine.

But a robin sings in the shady tree,
And the red clover's breath is sweet,
And a warm wind ruffles the river grass
Into paths for truant feet.

The zephyrs caress the rippling shore
Where we dream the hours away,
And the sunshine beams in golden gleams
Like a happy child at play.

The day drifts along like some sweet old song,
In this cheery, peaceful way.
And we look at the broom and lightly presume
To clean the house some other day.

—Thelma Benson

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Popularizing Serious Books

By ANNE M. FARRELL

Head of Fiction Department, Public Library

IN THE Victorian era, it was the custom to be very serious about a lot of things. One never laughed at fashion, poked fun at art, or railed at literature. Books and pictures were held in high esteem, and were comprehensible only to men of letters or the college savant. Consequently, the working man had to content himself with inferior wares, unless he had the time, or cared to take the trouble, to carry a fair-sized dictionary with him, in an attempt to untangle the verbose phraseology of most of the literature of the nineteenth century.

Then Came a Change

Serious writers at the beginning of the twentieth century were quick to see that the times were changing. Critics dared attack the traditional forms of art, and went farther and evolved a new standard of perfection. Literature, too, was undergoing a metamorphose. The mass of humanity was beginning to develop an interest in the more serious type of literature, and was insistent in its demand for books that it could understand.

Initial Experiment

As a consequence a movement, unconscious perhaps of any definite form at first, was started toward the popularizing of serious literature. H. G. Wells made the initial experiment with his "Outline of History," but such men as Van Loon, Dorsey and Durant were quick to follow in his footsteps.

With "Outlines of Art" and popular treatises on every conceivable subject flooding the market, a secondary effort was necessary to make this movement a success with the public. The interior of the books assuming a pleasing form, the outward appearance was next taken into consideration. Drab bindings were cast into editorial waste-paper baskets, and in their places publishers dared to issue serious books in lively covers.

Thus we find the modern nonfiction book a combination of fluency in style, simplicity and clarity of thought, the whole wrapped in an attractive cover, ready to inveigle the reader's interest.

The Year's Popular Books

A new book of philosophy appears under the arresting title of "Manshions of Philosophy" (by Durant) and is vastly interesting, while Dimnet's "Art of Thinking," a slim little volume as modern as an Epstein sculpture or a talking movie, has proved to be one of the most popular books of the year.

Religion has not been neglected by these pioneers in making literature readable for democracy. "The Man Nobody Knows" by Bruce Barton achieved the extraordinary feat of being a best seller. In cold statistical figures this proves that several thousand people were interested in a life of Christ when written in a popular manner, while had it appeared in the style formerly used by biographers a possible hundred or so might have enjoyed reading it.

Biographical History

Through the efforts of Andre Maurois and Emil Ludwig, biography has enjoyed an enviable place among popular nonfiction. The former with "Disraeli," and the latter with "Napoleon," "Bismarck" and "Goethe" have set a new fashion in the writing of biographical history.

"Fun with Figures" by Collins is an amusing volume on mathematics, and has caused many readers who skipped through high school or college on a barely passing grade, to delve once again into the mystery of figures, this time in a readable form.

Time was when cook books invariably were labeled indiscriminately "Mrs. So and So's Cook Book." But glance at a modern example, "Coffee and Waffles," for instance; slim as a flapper, with a gaily decorated cover, the contents are to the point without the devious paths that formerly caused ambitious young housewives to grow prematurely gray in a vain endeavor to find out how to change the lowly potato from a natural to an edible state.

"Secrets of Charm" is a fascinating book for the ladies on how to be beautiful, and if one already enjoys this delightful state, the author goes farther along with descriptions of perfumes and moods, and there are interesting chapters on that noble experiment, how to lose and how to gain weight.

So it goes, the law of averages decreeing that while most of the more serious books are written in a popular vein, a solemn note has crept into much of the newer fiction. But the reader of fiction will not need to worry over this pertinent fact for, like the poor, we have always with us the detective story.

INVITATION

The Christmas program on the San Francisco playgrounds, to which you are invited, is as follows:

Saturday, December 21

West Portal Playground—Games, ... 2:30 p. m.
Presidio Heights—Program, ... 2:30 p. m.
Argonne Playground—Play, ... 2:30 p. m.
Douglas Playground—Program, ... 2:30 p. m.
Ocean View Playground—Party, ... 2:00 p. m.
Chinese Playground—Games and party ..... 2:00 p. m.
Excelsior Playground—Nativity play, ... 8:00 p. m.

Monday, December 23

Portola Playground—Program, ... 2:30 p. m.
Throughout the city—Caroling, ... 8:00 p. m.

Tuesday, December 24

Levi Strauss Playground—Program, ... 2:30 p. m.

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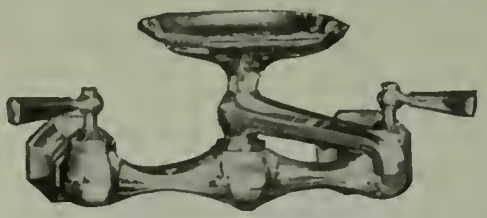

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Legal Opinions

By SYLVAIN D. LEIPSIC

Assistant City Attorney

"Opinion"—The conclusion of an attorney touching the merits of a submitted case. (Funk, Wagnalls New Standard Dictionary, 1926.)

John J. O'Toole, City Attorney of San Francisco, is one of the outstanding municipal attorneys in the United States. In this article Assistant City Attorney Sylvain D. Leipsic states that more than 320 written opinions have been handed down by this department, the scope of the various decisions covering practically every phase of municipal government.

THE Charter of the City and County of San Francisco in defining the duties of the City Attorney states in part that "he shall give legal advice, in writing, to all officers, boards and commissions named in this Charter, when requested so to do by them, or either of them, in writing, upon questions arising in their separate departments involving the rights or liabilities of the City and County."

Further, "He shall keep on file in his office all written communications and opinions given by him to any officer, board or department."

320 Opinions Rendered

John J. O'Toole, our City Attorney, took office in January, 1926, and to date he has rendered about 320 written legal opinions in answer to requests for the same. These written opinions are in triplicate and kept on file in the office, being accessible to any one interested or desiring to read them. The originals, of course, are sent to the officer, board or department from whence the request was made. They cover a variety of subjects as can be appreciated, for in a large and busy municipal government such as ours, a great number of problems constantly arise. New laws are enacted every two years by the State Legislature affecting municipal governments and our Board of Supervisors is always revoking, amending, modifying and enacting new ordinances, all of which usually require the services of the City Attorney for legal opinions.

To give the reader some idea of the numerous subjects covered by the opinions rendered, a few recent ones are here listed, to-wit:

Subjects

Uncollected personal property declarations shall be placed in Assessment Roll. (To Assessor.)

Board of Supervisors authorized to designate quality and specifications of lighting standards, and also to enter into contract for their purchase. (To Joint Committee of the Board of Supervisors on Streets and Street Lighting.)

Injured firemen entitled to full treatment at San Francisco Hospital, but cannot procure treatment from private physicians at the City's expense. (To the Board of Fire Commissioners.)

Principals, as such, may be discharged or re-assigned at will except during term agreed upon. (To the Board of Education.)

Liability of Department of Elections for repairs to rented truck. (Department of Elections.)

Construction of store in second residential district. (City Planning Commission.)

Method of setting out amounts in publication of delinquent tax list. (Tax Collector.)

Purchase of Busses for Municipal Railway. (To the Public Utilities Committee of the Board of Supervisors.)

Board of Health has not authority to contract for emergency services in private hospitals, but may be liable in certain cases. (Department of Public Health.)

Tax Collector cannot establish branch offices for collection of tax. (Tax Collector.)

Penalties for failure to include securities in tax return. (The Assessor.)

Period of time in which applicant for citizenship must be naturalized after making his declaration of intention.

War Memorial Trust Agreement. (The Mayor.)

Appointment of Directors to Golden Gate Bridge and Highway District.

Needless to mention, the preparation of these opinions requires much care and extensive research. Frequently the points involved are matters of first impression with no precedent to support the conclusion reached. Such matters as bridge construction, garbage disposal and interpretation of assessments and tax laws called for many opinions from the City Attorney.

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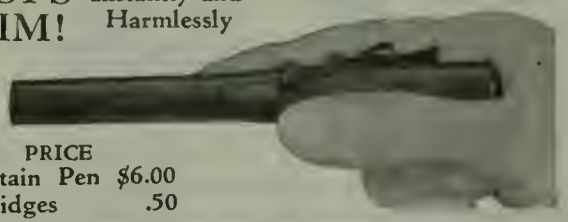

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On a well trained appetite depends the child's growth and endurance. The wise mother has learned that capricious young tastes are best educated through food that is not too highly flavored. The quart of milk a day, which is every child's birthright, supplies so many of the food elements needed for active little bodies that great variety is not necessary in the daily fare. If fruits —especially oranges or tomatoes—are eaten every day in addition to milk, sugar, which dulls the appetite for other foods, will not be needed nor craved. And needless to say, a child should have peace and quiet while he is eating. Delicate young digestions are easily upset by anger or fear.

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Lettuce Sandwich with Best Foods Mayonnaise
Nut Bread Sandwich
Rich Nucoa Cookies
Stuffed Dates
Milk

Nut Bread for Sandwiches

Sift together three times, two and a third cups of flour, four teaspoons of baking powder, one-quarter to one-half cup of sugar and a teaspoon of salt, reserving a little of the flour. This should be sifted over one-half cup of chopped nut meats to prevent their sinking to the bottom of the pan. To these dry ingredients add one cup of milk, two tablespoons of melted Nucoa, and one beaten egg. Then beat vigorously. Fill a well Nucoad loaf bread pan two-thirds full and let stand fifteen minutes in a cool place. Bake in a moderate oven forty to fifty minutes reducing the temperature gradually. This recipe will make ten or twelve sandwiches.

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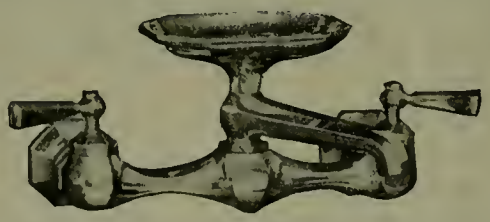

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FOREWORD

THE story of a city is the story of the men who have made that city. Nature has created the wild beauty of the world. Man has made the cities. Grotesque or beautiful, forbidding or charming, cold or open-hearted, the city is the complete expression of the men who have lived in it, believed in it, and built it.

San Francisco is named the world over as the city of delight. London, Paris, New York and San Francisco have as distinct personalities as have actual people. To the world traveler, San Francisco is a never to be forgotten place. To the citizen of long-time habitation, San Francisco is an actual entity, to be loved and yearned for, and to mean home, forever, however far the ways of life may take one. Poets and artists have strewn the world with replicas of the charm of the city. Writers have recorded the exploits of her people in every language.

WE are on the brink of a new era. Scholars have long predicted a new century of civilization in the West. Now they are saying that San Francisco is the logical city in which to concentrate the essence of the modern world, and to be the focal point of culture and commerce. Our problem is to provide for this new distinction. We must have leaders able to direct our great projects. We must have "men to match our mountains." With leadership we can take our proud place in the van of the cities of the future. In the hands of the men we choose to be our civic leaders lies the fate of the city. We have given them a great trust. We should give them a mighty support in their undertakings, if they are to accomplish the best of which they are capable.

By necessity in a great city, the personnel of the government is unknown, save by hearsay and the printed word, to most of the citizenry. Men are elected, serve and pursue their duties that the wheels of the government shall go on, without much contact with the larger number of the people. Censure is more common than praise, oftentimes, for it is human nature to scold, rather than to recognize excellence. Public officials must sacrifice their private affairs, must submit themselves to possible criticism and questioning, must give their very best wisdom and experience to the solving of the problems of the complicated business of managing a city. It is a small return that their sincere work for the rest of us should be rewarded by understanding and belief in their efforts.

A CITY must rise or fall on the calibre of its leadership. A great city will call men of high standards to its places of power and will help them in every way to realize their mighty dreams. San Francisco has always been fortunate in the possession of fearless men who loved her, and who were willing to stake their lives and their fortunes on her future.

When all the courageous youth of the world flocked here in the first days of the Gold Rush of '49; when the tide of empire turned westward after the Civil War; when the city rose from its ruins more beautiful than ever in 1908; when the dream city of the Exposition bloomed in fairy delight for the world to wonder at in 1915; in all these days San Francisco had great-hearted leaders. Here on the edge of the Pacific, beyond plains and mountains, we have builded one of the great cities of the world. In our hands and in the hands of the leaders we trust with the task, lies the glorious image of San Francisco of tomorrow.

THE history of the next years will be made by the men whose pictures are printed in this issue of SAN FRANCISCO MUNICIPAL RECORD. Some of them will be famous national figures when the tale is told. Some may achieve international note with the passing of time, for the sons of San Francisco are known in far climes. But whatever they may accomplish hereafter, certain it is that they will remember with tenderness and pride their time of service to that most charming of cities, SAN FRANCISCO.

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DECEMBER 31st, 1929

Assets—

United States Liberty and Treasury Bonds and Certificates, State, Municipal and Other Bonds and Securities (total value $39,890,354.10), standing on books at	$37,559,138.29
Loans on Real Estate, secured by first mortgages	67,774,051.61
Loans on Bonds and Stocks and other Securities	1,855,242.04
Bankers' Acceptances in accordance with State Bank Act	1,209,735.96
Bank Building and Lots, main and branch offices (value over $1,925,000.00), standing on books at	1.00
Other Real Estate (value over $308,000.00), standing on books at	1.00
Pension Fund (value over $670,000.00), standing on books at	1.00
Cash on hand and in Banks and checks on Federal Reserve and other Banks	17,190,214.33
Total	$125,588,385.23

Liabilities—

Due Depositors	$120,138,385.23
Capital Stock actually paid up	1,000,000.00
Reserve and Contingent Funds	4,450,000.00
Total	$125,588,385.23

GEO. TOURNY, *President*
WILLIAM HERRMANN,
Vice-President and Cashier.

Subscribed and sworn to before me this 31st day of December, 1929.
(SEAL) O. A. EGGERS, Notary Public.

A Dividend to Depositors of FOUR AND ONE-QUARTER (4¼) per cent per annum was declared, Interest COMPUTED MONTHLY and COMPOUNDED QUARTERLY,
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SAN FRANCISCO

By MILTON S. RAY

Official Poem, Sesqui-Centennial Celebration. Copyright by Milton S. Ray, 1927.

WHEN far along wild waters lone,
That ceaseless and pellucid brawled
Down their steep Sierran vale,
Dream-enchanting, fair-haired Gold
Called to the venturous heart of man,
Called so alluringly, called and called,—
There came an endless, answering tread
Where savage ways in silence led.
Dim in the dust-clouds, creaking rolled
The hundred-eyed, slow caravan.
And far through solitary seas were blown
The endless answering sail.

BESIDE a gulf in the sunset sky,
Lone Mission Dolores long had stood,
'Mid her lupine-fields and dwarf-oak wood
And 'mid the fragrance of many a bloom
Where the pollened bee would cradled sleep.
And now from her bold, fair hills and sandy sweep,
Where the sea-born tides go swinging by,
And inland waters surge to the sea,
The valiant town of the miners sprung—
Romantic, golden, rough, carefree.
And not a whit they cared,
That conquering crew who'd fought and dared,
When a fleet, deserted, idly swung
At anchor in the land-locked bay.
Their wild hopes knew but the transient day;
Yet the prophets saw, where far clouds hung,
The vision of a future empire loom
Immeasurable in its destiny.

BOARD OF SUPERVISORS

Meets Every Monday at 2 P. M., City Hall — Telephone: UNderhill 8500

JOHN S. DUNNIGAN, *Clerk to Board* — JOHN W. ROGERS, *Chief Assistant Clerk*

STANDING COMMITTEES

Airport and Aeronautics — Spaulding, Peyser, Miles. Meets first and third Friday of each month; Room 228, City Hall.

Auditorium—Hayden, Canepa, Colman. Meets in Civic Auditorium at call of chairman.

Civil Service—Havenner, McSheehy, Rossi. Meets in Room 151, City Hall, at call of chairman.

Education, Parks and Playgrounds—McSheehy, Suhr, Andriano. Meets in Room 227, City Hall, at call of chairman.

Finance—Rossi, Power, Hayden. Meets in Room 228, City Hall, each Friday afternoon.

Fire—Canepa, Peyser, Toner. Meets in Room 227, City Hall, every two weeks on Thursday afternoon.

Industrial Development and City Planning—Gallagher, Stanton, Hayden. Meeting room and date not as yet decided.

Judiciary—Suhr, Andriano, Roncovieri. Meets in Room 227, City Hall, at call of chairman.

Lighting, Water and Telephone Service and Electricity —Stanton, McGovern, Shannon. Meets in Room 222, City Hall, at call of chairman.

Municipal Concerts and Public Celebrations — Roncovieri, Colman, Toner. Meets at call of chairman. Meeting room not as yet decided.

Police and Licenses—Andriano, Shannon, McGovern. Meets in Room 227 on the first Friday in each month.

Public Buildings and Lands — Shannon, Rossi, Suhr. Meets in Room 228 City Hall, every other Tuesday afternoon.

Public Health—Toner, McSheehy, Roncovieri. Meets in Room 227, City Hall, at call of chairman.

Public Utilities—Colman, Spaulding, Havenner. Meets in Room 228, City Hall. Meeting date not as yet decided.

Public Welfare and Publicity — Peyser, Spaulding, Miles. Meets in Room 228, City Hall. Meeting date not as yet decided.

Streets and Tunnels—Power, Canepa, Gallagher. Meets in Room 228, City Hall, every other Thursday afternoon.

Supplies—Miles, Stanton, Power. Meets in Room 222, City Hall, every Wednesday morning at 10:30.

Traffic — McGovern, Havenner, Gallagher. Meets in Room 227, City Hall, at call of chairman.

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SUPERVISOR J. EMMETT HAYES.

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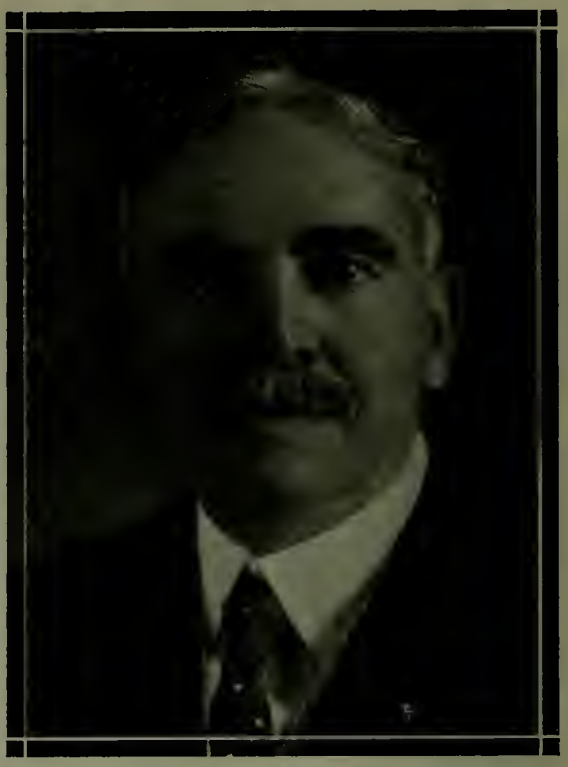

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SUPERVISOR CARL W. MILES,
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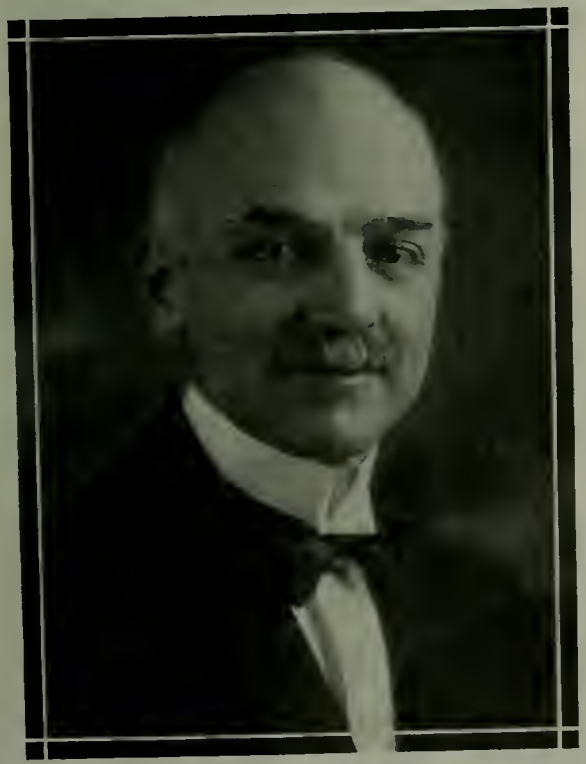
SUPERVISOR JAMES E. POWER,
Chairman, Streets and Tunnels Committee; Member, Finance Committee, Supplies Committee.

SUPERVISOR ALFRED RONCOVIERI,
Chairman, Municipal Concerts and Public Celebrations Committee; Member, Judiciary Committee, Public Health Committee.



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SUPERVISOR WARREN SHANNON,
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SUPERVISOR FRED SUHR,
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SUPERVISOR J. M. TONER,
Chairman, Public Health Committee; Member, Fire Committee, Municipal Concerts and Public Celebrations Committee.

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Room 200, City Hall

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Meets Wednesday, 1:30 P. M.; Monday and Friday, Room 251, City Hall

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Commissioner, Board of Public Works

TIMOTHY A. REARDON
President, Board of Public Works

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Commissioner, Board of Public Works

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Colonel Charles E. Stanton.....Commissioner
Frederick W. Meyer.....Commissioner
Sidney J. Hester.....Chief Deputy Commissioner and Secretary

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Nelson A. Eckart.....First Assistant Engineer
Clyde E. Healy.....Second Assistant Engineer

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John P. Hannon.....Superintendent in Charge

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Joseph C. Linehan.....Superintendent in Charge

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Preston W. King.....Superintendent in Charge

Bureau of Street Cleaning
Peter J. Owen.....Superintendent in Charge

Bureau of Public Buildings
Martin J. Tierney.....Superintendent in Charge

Municipal Railways
Frederick Boeken.....Superintendent in Charge

Repair Shops
John A. Lambert.....Master Mechanic in Charge

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Room 357, City Hall **Telephone: UNderhill 8500**

ORGANIZATION AND PERSONNEL

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N. A. Eckart.....Chief Assistant Engineer
Utilities, Tunnels, Railway and Water

C. E. Healy.....Second Assistant Engineer
General City Engineering, Streets, Boulevards, Sewers, etc.

W. H. Ohmen.....Assistant Engineer
Design of Special City Projects, Airport, Structures, Boulevards, Sewers, Etc.

J. M. Owens.....Assistant Engineer
Street Improvement Design

W. C. Pidge.....Assistant Engineer
Street Improvement Investigation and Permits

L. R. Mercado.....Inspector
Street Improvement Investigation and Permits

E. E. Jordan.....Surveyor
Street Improvements, Assessments, Complaints, etc.

G. F. Stahle.....Surveyor
Street Grades

H. J. Stahle.....Surveyor
Surveys

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Traffic

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Photography and Blueprinting

F. O. Shutts.....Assistant Engineer
Supervising Street and Sewer Construction

C. M. Taylor.....Inspector
Supervising Major Local Construction, Boulevards, etc.

M. M. O'SHAUGHNESSY
City Engineer

F. J. Sheehan.....Assistant Mechanical Engineer
Supervising Street Railway Construction and Maintenance

L. Glick.....Assistant Engineer
Contract Payments, Payrolls

L. T. McAfee.....Construction Engineer
Superivising Construction of Foothill Division of Hetch Hetchy

C. R. Rankin.....Construction Engineer
Supervising Construction of Coast Range Division of Hetch Hetchy
Thorton Easler.....Assistant Electrical Engineer
Supervising Power Operation of Hetch Hetchy
Willis O'Brien .....Auditor
Hetch Hetchy Water Supply

Retired from service in accordance with the provisions of the San Francisco City Employees' Retirement System:

John Schlotzhauer, Surveyor.....October 31, 1928
L. E. Fenton, Field Assistant.....January 31, 1929

C. E. HEALY
Second Assistant Engineer

N. A. ECKART
Chief Assistant Engineer

LEONARD S. LEAVY
Purchaser of Supplies

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Room 270, City Hall
Telephone: UNderhill 8500

PURCHASER OF SUPPLIES
Leonard S. Leavy

Marius J. Kast ..... Superintendent of Supplies
John L. Herget ..... Chief Storekeeper
John F. Finn ..... Stationery Clerk
D. J. Flanagan ..... Assistant Stationery Clerk
Ivy Perkins Cerkel ..... Stenographer
Helen Wright ..... Purchaser for Schools

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Mary E. Helmer

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Room 335, City Hall **Telephone: UNderhill 8500**

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Sheriff

SHERIFF
W. J. Fitzgerald

UNDERSHERIFF and OFFICE SUPT.
H. F. Bernhard

PHYSICIAN
Dr. H. A. Abbott

CHIEF BOOKKEEPER
Frank J. Burke

ATTORNEY
Leo A. Cunningham

DEPUTY
James A. Riordan

COMMISSARY-STOREKEEPER
Val H. Freechtle

SUPERINTENDENT OF JAILS
Denis O'Neill

CHIEF JAILER
William Woodall

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No. 2—Old San Jose Road
No. 3—Old San Jose Road

PUBLIC DEFENDER'S OFFICE

333 Kearny Street

Telephone: DAvenport 2870

PUBLIC DEFENDER
Frank J. Egan

ASSISTANT PUBLIC DEFENDERS

Ramsay Moran
Charles R. Boden
Gerald J. Kenny
James A. Toner

CLERKS

Marian Lambert
Mae Boyle

FRANK J. EGAN
Public Defender

DEPARTMENT OF ELECTRICITY

Room 205, City Hall **Telephone: UNderhill 8500**

JOSEPH P. MURPHY
Secretary-Inspector
Department of Electricity

CHESTER L. BALLIETTE
Chief Operator
Central Fire Alarm Station
Department of Electricity

ADMINISTRATIVE BRANCH

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Joseph P. Murphy.....Secretary
Eleanor E. Walters.....Stenographer

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Samuel C. Curtis.....Chief Inspector

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Harold L. Gerber
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Milford McQuilkin
Edbert S. Clute
Carl A. M. Dorn
Charles M. Kellogg
Leland S. Prior

TELEPHONE OPERATORS

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Norma Davis
Anna Creely
Edna C. Raiford

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MACHINE SHOP

Frank R. Eickoff.....Foreman, Instrument Makers

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Chief, Department of Electricity

GORDON C. OSBORNE
Assistant Chief Electrician, Department of Electricity

DEPARTMENT OF ELECTRICITY

(Continued)

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Shop Foreman
Department of Electricity

JAMES J. WHARTON
Overhead Inspector
Department of Electricity

SAMUEL C. CURTIS
Chief Inspector
Department of Electricity

AUDITOR'S OFFICE

Room 111, City Hall **Telephone: UNderhill 8500**

THOMAS F. BOYLE
Auditor

AUDITOR
Thomas F. Boyle

OFFICE SUPERINTENDENT
John J. Boyle, Jr.

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Benning Wentworth.....Bookkeeper
Horace L. Crocker.....Redemption Clerk
James J. Cooney.....Appropriation Clerk
John B. Lewis.....Fee Clerk
Joseph G. Hagarty.....License Clerk
J. Everett Sharp.....Bail Money Clerk
Timothy Desmond.....Ledger Clerk
George T. Lafrentz.....Statistician
Albert P. Glidden.....Bond Clerk

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William F. Steffes
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John C. Rowe
Florence Jordan
Ileen Hannon
George P. Tait
Joseph E. Mooney
Maurice J. Hudson

Loretto V. Garety.....Stenographer
H. R. Hurlbut.....Expert on Minors
Annie Kelly.....Telephone Operator-File Clerk
Frank L. Fenton.....Attorney

CIVIL SERVICE COMMISSION

Room 151, City Hall **Telephone: UNderhill 8500**

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Hugh K. McKevitt
William P. McCabe

James J. Maher.....Deputy Commiss.-Chief Examiner
E. R. Zion.....Chief Inspector
H. Vanderlaan.....Expert Clerk
Ireneus Smith.....Inspector

ASSISTANT INSPECTORS

Adele Duffy
L. A. Landreville

Rita Sicotte.....Stenographer
Otto L. Sues.....General Clerk
Charles R. Murray.....Assistant Examiner

JOHN J. O'TOOLE
City Attorney

CITY ATTORNEY'S OFFICE

Room 206, City Hall
Telephone: UNderhill 8500

CITY ATTORNEY

John J. O'Toole

DEPUTY CITY ATTORNEYS

Dion Holm, Chief
Walter A. Dold — Henry Heidelberg

ASSISTANT CITY ATTORNEYS

Thomas Slevin — Sylvain D. Leipsic
Edmond P. Bergerot
Daniel J. Buckley.....Clerk
Thomas McCarthy.....Assistant Clerk

SECRETARIES

Anna J. Pooley — Monica Mannix
Vera Cunningham
Louise G. Wilson.....Telephone Operator

ASSESSOR'S OFFICE

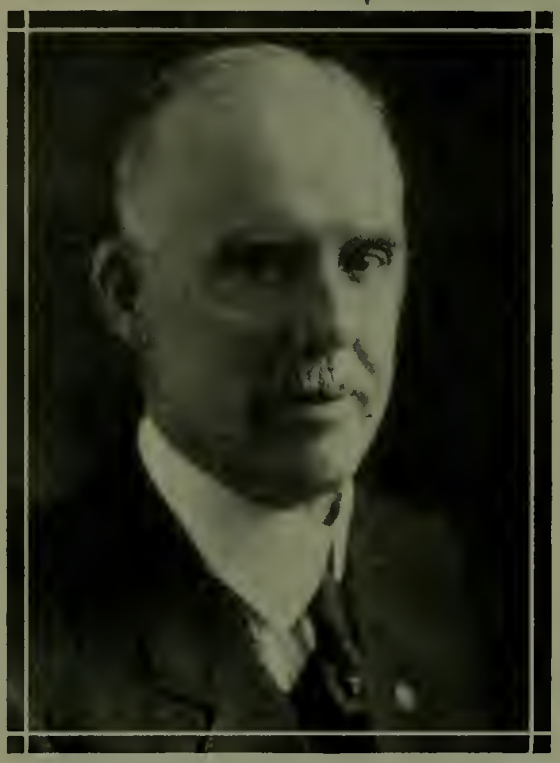
Room 101, City Hall
Telephone: UNderhill 8500

ASSESSOR

Russell L. Wolden

H. Zimmerman.....Directing Supervisor of Appraisals
H. J. Boyd.....Special Deputy
Edward Landau.....Chief Deputy
B. E. Simon.....Cashier

RUSSELL L. WOLDEN
Assessor



DUNCAN MATHESON
Treasurer

TREASURER'S OFFICE

Room 110, City Hall

Telephone: UNderhill 8500

Duncan Matheson ..... Treasurer
Sidney S. Smith ..... Cashier
Thomas K. McCarthy ..... Bond and Bank Deputy

DEPUTY TREASURERS

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Laurence E. Cames
Louis E. Denney
Louis Claveloux
Joseph D. McDevitt
Charles J. Quinn
Allerton Hewlett

BOOKKEEPERS

W. J. Buttgenbach
John F. O'Shaughnessy

William E. Logan ..... General Clerk
Kathryn L. Black ..... Stenographer

EDMOND GODCHAUX
Recorder

RECORDER'S OFFICE

Room 167, City Hall

Telephone: UNderhill 8500

RECORDER

Edmond Godchaux

Charles M. Stoltz ..... Office Superintendent

DEPUTY RECORDERS

E. T. Darby
I. B. Myers
J. J. Ford
R. Kalisky
G. M. Schiller
D. J. McGloin
E. E. Hanifen
C. B. Levy

William Gleeson ..... Machinist

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J. T. Kane, Chief
D. C. Capurro

CLERKS

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P. L. Clavere
J. W. Reinfeld, Jr.
E. M. O'Reilly
B. F. Himmel
J. F. Whitman
A. B. Whittier

F. H. Mead ..... Stenographer

PUBLIC ADMINISTRATOR'S OFFICE

920 Phelan Building

Telephone: SUtter 0341

PUBLIC ADMINISTRATOR

Philip C. Katz

CHIEF DEPUTY ADMINISTRATOR

J. F. Monahan

ATTORNEY

Henry F. Boyen

BOOKKEEPER

Fred Katz

PHILIP C. KATZ
Public Administrator

TAX COLLECTOR'S OFFICE

Room 100, City Hall

Telephone: UNderhill 8500

TAX COLLECTOR

Edward F. Bryant

M. L. Rapheld.....Chief Deputy
J. M. Carroll.....Cashier
E. C. Harrington.....Expert Accountant

DEPUTY TAX COLLECTORS

F. R. Smith
J. A. Lenehan
J. D. St. Clair
T. P. O'Brien
J. K. Jones
R. Albow

James Briggs.....Cashier, License Department
I. Richardson.....Expert Searcher
M. J. Lawley.....License Adjuster

EDWARD F. BRYANT
Tax Collector

HARRY I. MULCREVY
County Clerk

COUNTY CLERK'S OFFICE

Room 325, City Hall
Telephone: UNderhill 8500

Criminal Department in Hall of Justice

COUNTY CLERK

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Robert Munson.....Chief Register Clerk
James A. Wilson .....Cashier

REGISTER CLERKS

Edward Gilson — Grant L. Munson
Henry Brunner — W. R. Castagnetto
J. J. Rafferty

CORONER'S OFFICE

Merchant Street, near Dunbar Street
Telephone: DAvenport 0461

Dr. T. B. W. Leland.....Coroner
Dr. A. A. Berger.....Autopsy Surgeon
Dr. A. M. Moody.....Pathologist
Jane C. Walsh.....Chief Deputy Coroner

DEPUTY CORONERS

Michael J. Brown — Thomas F. Gavan
Frank F. Becker

Frank T. Green.....Toxicologist
C. C. Easley.....Court Stenographer
Ethel L. Maxwell.....Assistant Stenographer

ASSISTANT DEPUTY CORONERS

Lillie M. Creighton — Eva Lankenan
Mary Donohue

ASSISTANT DEPUTY CORONERS AND DRIVERS

Antone Trabucco — J. O. Angell
V. A. Dunsmore — Raymond Brooks

DR. T. B. W. LELAND
Coroner

DISTRICT ATTORNEY'S OFFICE

333 Kearny Street Telephone: DAvenport 0170

DISTRICT ATTORNEY

Matthew Brady

ASSISTANT DISTRICT ATTORNEYS

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Harmon D. Skillin — William W. Murphy
Milton L. Choynski — Edward M. Leonard
August L. Fourtner — Arthur M. Jonas
James P. Wall — Peter J. Mullins
Arthur A. Ohnimus — Peter F. Courneen
George W. Schonfeld — John R. Tyrrell
Martin P. Brunton — Henry Goldman

BOND AND WARRANT CLERKS

Edward Healy, Chief — William P. Golden
Paul E. Madden — Terence J. Boyle
Martha C. Evans

Edith Wilson.....Assistant Chief Clerk

STENOGRAPHERS

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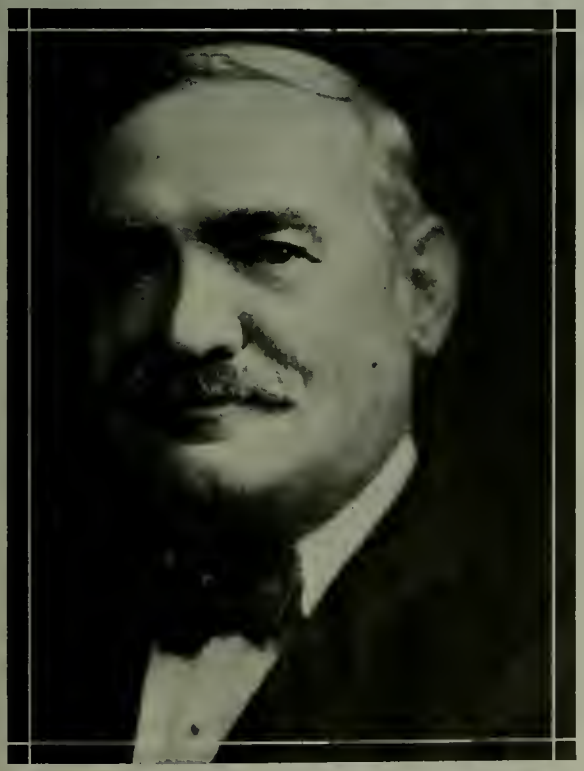
Rita Wallace — George Cabaniss, Jr.
George Gallagher

Susan A. Deacon.....Clerk, Juvenile Court
John J. Ward.....Bookkeeper

ASSISTANT CLERKS AND OPERATORS

Grace Brady — Walter C. Schiller
Morris Silver

MATTHEW BRADY
District Attorney



CHARLES J. COLLINS
Registrar of Voters

DEPARTMENT OF ELECTIONS

Room 155, City Hall

Telephone: UNderhill 8500

COMMISSIONERS

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Dr. John E. Bohm — J. H. Zemansky

C. J. Collins.....Registrar of Voters and Secretary
W. W. Griffin.....Superintendent of Voting Machines

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A. G. Knight — E. R. Fancompre
Thomas Ashe — George P. Taaffe

CLERKS

Robert McCord — George L. Sharp
E. A. Griffith

POLICE DEPARTMENT

Hall of Justice, Kearny and Washington Streets **Telephone: DAvenport 2020**

BOARD OF POLICE COMMISSIONERS

Regular Meeting, Monday, 7:30 P. M.

Theodore J. Roche, President.....Humboldt Bank Bldg.
Jesse B. Cook.....American Trust Company
Dr. Thomas E. Shumate.....86 Post Street
Daniel J. O'Brien.....Hall of Justice
Charles F. Skelly.....Secretary

CHIEF OF POLICE

William J. Quinn

Stations	Commanding Officer	Company
Central—Captain Arthur D. Layne 635 Washington Street		A
Southern—Captain Stephen V. Bunner 360 Fourth Street		B
Harbor—Captain Patrick N. Herlihy Northeast Corner Drumm and Commercial Streets		C
Mission—Captain Frederick Lemon 3057 Seventeenth Street		D
Bush Street—Captain William T. Healy 1422 Bush Street		E
Park—Captain John J. O'Meara Golden Gate Park, West end Stanyan, opposite Waller Street		F
Richmond—Captain Herbert J. Wright 451 Sixth Avenue		G
Ingleside—Captain Peter M. McGee In Balboa Park, near San Jose and Ocean Avenues		H
Potrero—Captain Henry J. O'Day 2300 Third Street		I
North End—Captain John J. Casey, No. 1 2475 Greenwich Street		J
Traffic Bureau—Captain Charles Goff 635 Washington Street		K
Western Addition—Captain Robert A. Coulter 2119 O'Farrell Street		L
Bay View—Captain Eugene R. Wall 1676 Newcomb Street		M
Taraval—Captain Arthur DeGuire 2360 Twenty-fourth Avenue		N
Detective Bureau—Captain Charles Dullea Hall of Justice, Room 105		D. B.
Headquarters—Captain Thomas Hoertkern Hall of Justice, Room 111		H. Q.
City Prison—Captain J. Henry Lackmann, In Command City Prison, Hall of Justice		H. Q.
Chief Clerk—Captain Horace McGowan Chief's Office, Hall of Justice		H. Q.

WILLIAM J. QUINN
Chief of Police

WEIGHTS AND MEASURES DEPARTMENT

Room 6, City Hall **Telephone: UNderhill 8500**

SEALER

Thomas Flaherty

CHIEF DEPUTY SEALER

James A. Hughes

DEPUTY SEALERS

Samuel Wacholder Charles Wentworth
Charles Hornung Henry McMahon
Margaret Dolan

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Room 215, City Hall **Telephone: UNderhill 8500**

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Arthur S. Holman DeWitt C. Treat
John F. Brady William H. Scott
Angelo J. Rossi Thomas F. Boyle
Ralph R. Nelson.....Secretary, Actuary

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Room 462, City Hall **Telephone: UNderhill 8500**

Miss Eugenie Schenk.....Director

MUNICIPAL BAND

Room 483, City Hall **Telephone: UNderhill 8500**

Philip H. Sapiro.....Director

FIRE DEPARTMENT

Room 2, City Hall Telephone: UNderhill 8500

WILLIAM A. SHERMAN
President, Fire Commission

BOARD OF FIRE COMMISSIONERS

Room 2, City Hall Telephone Underhill 8500-8000

William A. Sherman, Pres.....Battery and Lombard sts.
P. W. Meherin.....433 California Street
Alfred Ehrman.....546 Third Street
Cesare Restani.....798 Geneva Avenue
Frank T. Kennedy, Office Superintendent and Secretary

ENGINEERS

Charles J. Brennan.....Chief Engineer
Thomas J. Murphy.....Assistant Chief Engineer
Albert J. Sullivan.....Assistant Chief Engineer
Martin J. Kearns.....Assistant Chief Engineer
Dennis J. O'Donnell.....Assistant Chief Engineer

BATTALION CHIEFS

Reid and Nolan.....1st Battalion, Engine Co. 12
101 Commercial Street
Gavin and Nisson.....2nd Battalion, Engine Co. 35
38 Bluxome Street
Kearney and O'Connor.....3rd Battalion, Engine Co. 14
1051 McAllister Street
Bowlen and Comber.....4th Battalion, Engine Co. 15
2150 California Street
Skelly and Kenney.....5th Battalion, Engine Co. 21
1152 Oak Street
Shanahan and Riordan.....6th Battalion, Engine Co. 13
1458 Valencia Street

CHARLES J. BRENNAN
Chief Engineer

Davis and Brady.....7th Battalion, Truck Co. 10
351 Second Avenue
O'Neill and Matlock.....8th Battalion, Engine Co. 2
460 Bush Street
Cull and Carew.....9th Battalion, Engine Co. 38
San Jose and Ocean Avenues
Mullally and Carew.....10th Battalion, Engine Co. 16
Tennessee and Twentieth Streets
Schubert.....Fire Commissioners' Office
C. J. Conroy T. J. Keohane Thomas E. Kenney

BUREAU OF FIRE PREVENTION

Theodore Trivett.....Captain in Charge

FIRE MARSHAL

Frank P. Kelly.....City Hall

DRILL TOWER

Division and Bryant Street

Captain H. H. Braun.....Drillmaster

DEPARTMENT PHYSICIAN

Dr. Edward Lagan.....City Hall

HIGH PRESSURE SYSTEM

William E. Carroll.....Superintendent, City Hall
Chris Gerlach.....Foreman, City Hall
Thomas Dowd.....Assistant Foreman, City Hall

CORPORATION YARD

313 Francisco Street

Samuel Bermingham.....Superintendent
Harold Jones.....General Foreman
S. A. Gill.....Clerk and Commissary
V. E. Wilson (Captain).....Automobile Department

SUPERINTENDENT OF ASSIGNMENTS

Alexander George.....1136 Eddy Street

FIRE DEPARTMENT (Continued)

CAPTAINS OF ENGINE COMPANIES

No.
1. W. L. Leichsenring.....451 Pacific St.
2. G. L. Trapp.....460 Bush St.
3. Vacant.....1067 Post Street
4. George F. Schaefer.....676 Howard St.
5. Lawrence J. Dwyer.....1340 Powell St.
6. J. O. W. Larson.....356 Seventh St.
7. N. F. Munson.....3160 Sixteenth St.
8. P. A. McCormack.....1648 Pacific Ave.
9. G. H. Murray.....Foot of Harrison St.
10. Joseph H. Miller, 3050 Seventeenth St.
11. James W. Byrne.....1632 Oakdale Ave.
12. John Mahoney.....101 Commercial St.
13. J. F. Collins.....1458 Valencia St.
14. W. J. Kencaley.....1051 McAllister St.
15. W. J. Nolan.....2150 California St.
16. J. K. Bray.....Tennessee and 20th Sts.
17. Frank M. Syce.....34 Mint St.
18. James Walsh, Wilde Ave. & Girard St.
19. Albert C. Derham.....1300 Fourth St.
20. E. L. Osberg.....2117 Filbert Street
21. Edward M. O'Donnell.....1152 Oak St.
22. George Linehan.....1348 Tenth Ave.
23. J. W. Angelovich, 3022 Washington St.
24. Eugene Valente.....100 Hoffman Ave.
25. E. W. Lindeberg, 3rd St. & Arthur Av.
26. Michael Lee.....3767 Sacramento St.
27. James F. Schou.....52 Waller St.
28. Fred W. Ireland.....1812 Stockton St.
29. W. J. Smith....Division St., nr. 10th St.
31. Michael Rudonick.....1088 Green St.
32. J. C. Murphy.....Holly Pk. and Appleton Ave.
33. V. E. Bertucci.....117 Broad Street
34. T. E. Johnstone.....1145 Ellis St.
35. J. V. McKenna.....38 Bluxome St.
36. John Windsor, 551 Twenty-sixth Ave.
37. John J. Toomey, 25th and Vermont sts.
38. M. A. Tehaney.....San Jose and Ocean Aves.
39. Jos. A. Fitzpatrick..1091 Portola Drive
40. Charles Miller.....1249 Clayton St.
41. Jas. A. O'Connell.....1325 Leavenworth St.
42. Vacant.....2426 San Bruno Ave.
43. F. W. Sullivan.....724 Brazil Ave.
44. P. F. Moholy..3816 Twenty-second St.
45. John C. Bowlan..1348 Forty-fifth Ave.
46. J. L. Collins.....441 Twelfth Ave.
47. H. B. Mitchell.....499 Forty-first Ave.
48. Henry C. Kolby, Wisconsin & 22nd sts.

CAPTAINS OF TRUCK COMPANIES

No.
1. Joseph B. McKeon.....38 Mint St.
2. Frank F. Stumpf.....1340 Powell St.
3. Gustave A. Nelson.....1067 Post St.
4. James E. Doherty....1648 Pacific Ave.
5. E. E. O'Dowd.....2136 Geary St.
6. James Fitzpatrick.....349 Hermann St.
7. George Lahusen..3050 Seventeenth St.
8. Thomas E. King.....38 Bluxome St.
9. James P. Bridgewood.....25th and Vermont Sts.
10. M. J. Flaherty.....351 Second Ave.
11. Edmund Sheddy.....315 Duncan St.
12. W. H. Bohan.....757 Waller St.
13. George Hartmann, 101 Commercial St.
14. Frank Murphy, 551 Twenty-sixth Ave.
15. Edward F. Dullea....1091 Portola Drive

CAPTAINS OF CHEMICAL COMPANIES

No.
2. John M. Brophy.....2136 Geary St.
3. H. S. Wolf.....460 Bush St.
4. J. J. Brady.....1051 McAllister St.
5. William A. Taylor.....1757 Waller St.
6. N. Perrone.....2117 Filbert St.
7. F. P. Gibson.....317 Duncan St.
9. Henry Speckman.....349 Hermann St.
10. E. W. McGrorey.....San Jose and Ocean Aves.
11. H. J. Donnadieu..3050 Seventeenth St.
12. George F. Brown, 2156 Nineteenth Av.
13. Willis A. Gallatin.....441 Twelfth Ave.

CAPTAINS OF FIRE BOATS

No.
1. F. L. Smith.....Foot of Harrison St.
2. John A. Dahlman.....Foot of Bay St.

CAPTAIN OF RESCUE SQUAD

No.
1. Otto H. Lippert.....38 Mint St.

PUMPING STATIONS

No.
1. C. H. Durham.....Chief Engineer
Second and Townsend Sts.
2. J. J. O'Connell.....Chief Engineer
Fort Mason

SAN FRANCISCO FIRE PATROLS

John E. Sullivan.....Superintendent
Station No. 1.....147 Natoma St.
Station No. 2.....Buchanan near Grove St.

SAN FRANCISCO FIRE DISPATCH

Headquarters 229 Oak Street

Joseph M. Litchfield.....Superintendent
Ed. F. Donohue.....Chief Operator

Jones Street Tank.....1239 Jones St.
Ashbury Heights Tank....1234 Clayton St.
Hydrant Shop.....347 San Bruno Ave.

CAPTAIN OF WATER TOWER

Vincent E. Wilson.....676 Howard St.

BOARD OF EDUCATION

Room 285, City Hall **Telephone: UNderhill 8500**

JOSEPH MARR GWINN, Superintendent of Schools

DIRECTORS

Ira W. Coburn, President — Mrs. Ernest J. Mott
Daniel C. Murphy — Miss Alice Rose Power
William F. Benedict — Mrs. Mary Prag
Alfred I. Esberg — H. M. Monroe, Secretary

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A. J. Cloud.....Chief Deputy Superintendent
In charge of Curriculum and Pub'icity
William H. DeBell.....Deputy Superintendent
In charge of Junior High Schools, Seventh and Eighth Grades of Elementary Schools
Mrs. Mary Fitz-Gerald.....Deputy Superintendent
In charge of Special Schools and Classes, Evening Schools
David P. Hardy.....Deputy Superintendent
In charge of Business Affairs of Board of Education
John C. McGlade.....Deputy Superintendent
In charge of High Schools
Walter C. Nolan.....Deputy Superintendent
In charge of Personnel, Certification, Retirement
Bertha C. Roberts.....Deputy Superintendent
In charge of Elementary Schools, Fourth, Fifth and Sixth Grades

DIRECTORS AND SUPERVISORS OF INSTRUCTION

Art—Aaron Altman, Director
Atypical Classes—Louise M. Lombard, Supervisor
Bureau of Attendance and Guidance—Emma G. Noonan, Director
Corrective Speech—Edna Cotrel, Teacher-in-Charge
Department of Service—Robert F. Gray, Director

Diagnostic Classes—Emma G. Noonan, Director
Home Economics—Ellen M. Bartlett, Supervisor
Industrial Arts—Eugene S. Carniglia, Director
Kindergarten—Primary—Julia L. Hahn, Director
Military Science and Tactics—Captain John P. Adams, U. S. A., Retired
Music—Estelle Carpenter, Supervisor
Physical Education—Ray Daugherty, Director
Texts and Libraries: Teachers' Library—Mary F. Mooney, Supervisor

HIGH SCHOOLS

Balboa—Onondaga and Cayuga Avenues; Robert R. Chase, Principal
Galileo—Van Ness Avenue and Francisco Street; Joseph P. Nourse, Principal
Girls'—Scott Street, between O'Farrell and Geary streets; Charles C. Danforth, Principal
High School of Commerce—Van Ness Avenue and Hayes Street; Clyde W. White, Principal
Lowell—Block bounded by Hayes, Grove and Ashbury streets and Masonic Avenue; F. H. Clark, Principal
Mission—Eighteenth Street, between Dolores and Church streets; William J. Drew, Principal
Part Time—Mission and Sixteenth streets; Harry G. Hansell, Principal
Polytechnic—Frederick Street, between First Avenue and Willard Street; James E. Addicott, Principal

JUNIOR HIGH SCHOOLS

Crocker—Page Street, between Baker and Broderick streets; Ralph Lehman, Principal
Daniel Webster—Missouri Street, between Nineteenth and Twentieth streets; Burton A. Burdick, Principal
Everett—Sixteenth and Church streets; John F. Brady, Principal
Francisco—Powell Street, between Chestnut and Francisco streets; Thaddeus H. Rhodes, Principal
Hamilton—Geary Street, between Pierce and Scott streets; Carl Anderson, Principal
Horace Mann—Valencia and Twenty-third streets; Dr. Irwin C. Hatch, Principal
John Swett—McAllister Street, between Franklin and Gough streets; Charles A. Simonds, Principal
Noe Valley—Twenty-fourth and Douglas streets; Dr. M. E. Blanchard, Principal
Portola—Bacon Street, between Berlin and Girard streets; George H. Learned, Principal

ELEMENTARY SCHOOLS

Adams—Eddy Street, between Van Ness Avenue and Polk Street; Dorothy Vogelsang, Principal
Alamo—Twenty-third Avenue, between Clement and California streets; Katherine A. McGivern, Principal
Alvarado—Twenty-second and Douglas streets; Cicely O'Connor, Principal
Andrew Jackson—Grove Street, near Clayton Street; Mary C. O'Connell, Principal
Argonne—Cabrillo Street and Seventeenth Avenue; Mrs. Mabel A. Sykes, Principal
Bay View—Bay View Street, between Pomona and Flora streets; Rose C. Stolz, Principal
Bernal—Cortland Avenue, between Andover and Moultrie streets; Lila May Kinney, Principal
Bret Harte—Third Street and Jamestown Avenue; Mary R. Moran, Principal
Bryant—Bryant Street, between Twenty-second and Twenty-third streets; Elizabeth E. Kelly, Principal
Buena Vista—Bryant Street, between Eighteenth and Nineteenth streets; Mary T. Lahey, Principal
Burnett—Lane Street and Newcomb Avenue; Mollie Smith, Principal
Cabrillo—Twenty-fourth Avenue, between Balboa and Cabrillo streets; Rebecca Boukofsky, Principal
Children's Hospital Class—California and Maple streets; Mrs. Catherine Smith, Teacher
Cleveland—Persia Avenue, between Athens and Moscow streets; Ella L. McCarthy, Principal
Columbus—Twelfth Avenue, between Kirkham and Lawton streets; Leota Shuck, Principal
Commodore Sloat—Ocean Avenue and Sloat Boulevard; Elvina L. Berard, Principal
Commodore Stockton—Washington Street, between Powell and Stockton streets; Anna T. Croughwell, Principal
Detention Home—150 Otis Street; Annette Levy, Senior Teacher
Douglas—Nineteenth and Collingwood streets; Winifred L. Tarpy, Principal
Dudley Stone—Haight Street, between Masonic and Central Avenues; Mary R. Carew, Principal
Edison—Dolores and Twenty-second streets; Josephine Saunders, Principal
Edward Robeson Taylor—Bacon and Goettingen streets; Etta H. Tessmer, Principal
Emerson—Pine Street, between Divisadero and Scott streets; Julia C. Coffey, Principal
Ethan Allen—Bryant and Seventh streets; Rae Alexander, Principal
Excelsior—Excelsior Avenue and London Street; Josephine Harrigan, Principal
Fairmont—Chenery Street, between Randall and Thirtieth streets; Kathryn McGough, Principal
Farragut—Holloway Avenue, between Capitol and Faxon avenues; Anna Orr, Principal
Francis Scott Key—Forty-second Avenue, between Irving and Judah streets; Mrs. Mabel Davidson, Principal
Franklin—Eighth Street, between Harrison and Bryant streets; Bessie Carmichael, Principal
Frank McCoppin—Seventh Avenue, between Balboa and Cabrillo streets; Effie Smith, Principal
Fremont—McAllister Street, between Broderick and Baker streets; Mrs. Edith Cochran, Vice-Principal
Garfield—Kearny and Filbert streets; Matilda Levy, Principal
Geary, John W.—Geary, Cook and Blake streets; Kathleen Spain, Vice-Principal
George Peabody—Seventh Avenue, between California and Clement streets; Jane Ryan, Principal
Glen Park—Brompton Avenue and Bosworth Street; Mrs. Laura D. Pierson, Principal
Golden Gate—Golden Gate Avenue, between Scott and Pierce streets; Josephine Seavey, Principal
Gough—Washington Street, between Franklin and Gough streets; Blanche Van Deveer, Teacher-in-Charge
Grant—Pacific Avenue, between Broderick and Baker streets; Louise Krauss, Principal
Grattan—Shrader and Grattan streets; Mary Reen, Principal
Guadalupe—Cordova and Prague streets; Susie A. Ward, Principal
Hahnemann Hospital Class—3698 California Street; Edith De Bell, Teacher
Hancock—Filbert Street, between Jones and Taylor streets; Mrs. Emma Moland, Principal
Hawthorne—Shotwell Street, between Twenty-second and Twenty-third streets; Frances A. C. Mooney, Principal
Hillcrest—Silliman and Cambridge streets; Pauline DesRoches, Teacher-in-Charge
Hunter's Point—Innes Avenue, between Hawes and Griffith streets; Dorothy Kerner, Teacher-in-Charge
Irving M. Scott—Tennessee Street, north of Twenty-second Street; Ellie McPhee, Principal
Jean Parker—Broadway, between Powell and Mason streets; Josephine G. Miller, Principal
Jefferson—Nineteenth Avenue, between Irving and Judah streets; Mrs. Marjorie Stuart, Principal
John Muir—Webster and Page streets; Fannie M. Franklin, Principal
Junipero Serra—Highland Avenue and Holly Park Circle; Mary E. Kendrick, Principal
Kate Kennedy—Noe Street, between Day and Thirtieth streets; Sovia Folsom, Principal
Lafayette—Anza Street, between Thirty-sixth and Thirty-seventh avenues; Elizabeth Hauselt, Principal
Lawton—Thirtieth and Lawton streets; Edna Harrington, Teacher-in-Charge
Laguna Honda—Seventh Avenue, between Irving and Judah streets; Clara White, Principal
Le Conte—Harrison Street, between Precita Avenue and Army Street; Lucy Cotrel, Principal
Lincoln—Harrison Street, between Fourth and Fifth streets; Alice Dailey, Principal
Longfellow—Lowell and Morse streets; Alice Chalmers, Principal
Madison—Clay Street, between Arguello Boulevard and Cherry Street; Dora Plagemann, Principal
Marshall—Capp and Fifteenth streets; Fannie Martin, Principal
McKinley—Fourteenth and Castro streets; Mrs. Ivy D. Ostrom, Principal
Monroe—Excelsior Avenue and Lisbon Street; Annie Hagarty, Principal
Pacific Heights—Jackson Street, between Fillmore and Webster streets; M. Lily Love, Principal
Parkside—Twenty-fifth Avenue and Ulloa Street; Gertrude Whiteside, Principal
Patrick Henry—Vermont Street, between Eighteenth and Nineteenth streets; Anita J. Bain, Principal
Paul Revere—Folsom Street and Tompkins Avenue; Mrs. Emma L. Dacre, Principal
Raphael Weill—Buchanan and O'Farrell streets; Bertha J. Klaus, Principal
Redding—Pine and Larkin streets; Virginia D. Heath, Principal

Rincon—Stillman Street, between Second and Third streets; annex to Lincoln School
Sanchez—Sanchez Street, between Sixteenth and Seventeenth streets; Margaret L. Dunn, Principal
San Francisco Hospital Class—Twentieth Street and Potrero Avenue; Lila McKinne, Senior Teacher
San Miguel—San Jose Avenue and Seneca Street; Alice R. Norton, Principal
Sarah B. Cooper—Lombard and Jones streets; Lew A. Ball, Principal
Sheridan—Capitol Avenue, between Lobos and Farallone streets; Catherine F. Riordan, Principal
Sherman—Union Street, between Franklin and Gough streets; Agnes C. Russell, Principal
Shriner's Hospital—Nineteenth Avenue and Lawton Street; Mrs. Susie Connell, Senior Teacher
Spring Valley — Jackson Street, between Hyde and Larkin streets; Naomi Hause, Principal
Starr King—Twenty-fifth and Utah streets; Edith Gilmore, Principal
Sunnyside—Hearst Avenue, between Foerster and Edna streets; Alice Corbett, Principal
Sunshine—Dolores Street, between Seventeenth and Eighteenth streets; Carrie Daly, Principal
Sutro — Thirteenth Avenue, between California and Clement streets; Jane Hinds, Principal
Twin Peaks — Corbett Avenue, between Iron and Cooper avenues; Anna B. Haigh, Principal
Ungraded—Washington and Mason streets; Mary Carmichael, Principal
Visitacion Valley—Visitacion Avenue and Schwerin Street; Mary A. Nolan, Principal
Washington Irving—Broadway, between Montgomery and Sansome streets; Alice R. Power, Principal
West Portal—Taraval Street, Claremont Boulevard and Lenox Way; Charlotte Estes, Principal
Winfield Scott—Beach, Divisadero and North Point streets; Mary E. Thomas, Principal
Yerba Buena—Greenwich Street, between Webster and Fillmore streets; Genevieve Carroll, Principal

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High School of Commerce—John A. Lenahan, Principal
Galileo—Ernest J. Cummings, Principal
Humboldt (in Mission High School) — Edgar S. Anderson, Principal
Polytechnic—Clinton L. Markley, Principal

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Larkin Street, at Civic Center **Telephone: UNderhill 8500**

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Miss Laura McKinstry, V.-Pres.....2988 Pacific Ave.
R. B. Hale.....Fifth and Market Streets
George W. Kelham.....315 Montgomery Street
Miss Eugenie Lacoste.....3233 Jackson Street
Albert M. Bender.....311 California Street
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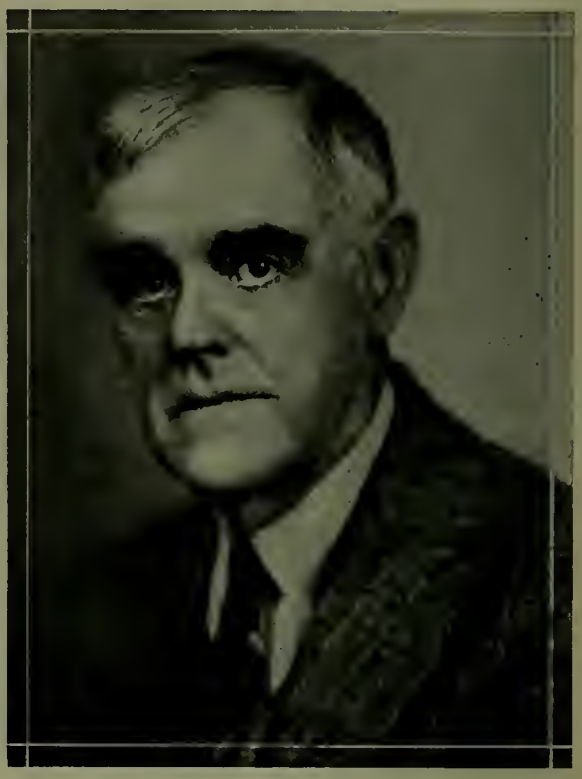

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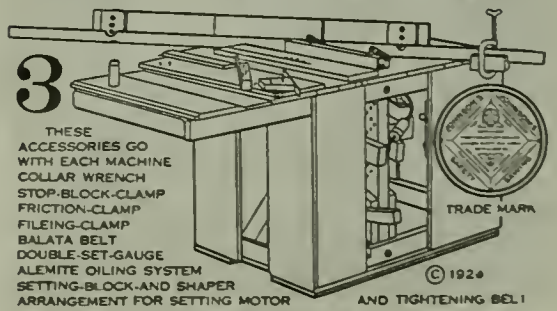

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IT IS considerable of a change from manager of successful political campaigns to that of manufacturer of internationally known facial and scalp preparations, but such is the record of Harry Schwartz, president of the Schwartz Medicated Shampoo Company, 132 Turk Street.

Schwartz is a San Franciscan. He was born on Clementina Street, "South o' the Slot," September 10, 1876, and attended the famous old Lincoln Grammar School that has given to San Francisco scores of splendid public officials and sterling business men.

Only eight months have elapsed since Schwartz started his cosmetics

HARRY SCHWARTZ

business. Demand for his products has increased to such a degree that orders for his preparations are pouring in from all parts of the world.

Prior to entering business for himself, Schwartz successfully handled the campaigns of Superior Judge Shortall, Justices of the Peace Prendergast, Kelly and Dunn, Police Judge Jacks, the late Supervisor Edwin G. Bath and Supervisor Warren Shannon. His keen foresight and political analysis developed him into an expert in political work. His friends are legion at the City Hall and in Police Department circles.

Now then, if you are gifted in versifying, essay, joke or slogan writing, here's a chance for you to share in the $25 in gold prizes to be offered by the Schwartz Medicated Shampoo Company.

Participants are required to write a verse, jingle, essay, joke, slogan or anecdote of not more than 100 words that will tell the value of Schwartz's Medicated Shampoo over other shampoos. For instance, one might say something like this: "Schwartz's Medicated Shampoo—It Does What Others Fail to Do."

Entries should be addressed to Contest Editor, Schwartz's Products Co., Inc., 132 Turk Street, San Francisco. The contest will close March 1, 1930, at noon.

Superior Judge Edward P. Shortall, Judge Thomas F. Prendergast and Harry Schwartz, president of the Schwartz's Products Company, Inc., will be the sole judges.

Mueller Company Has Interesting History

The Mueller Company, at Decatur, Ill., manufacturers of plumbing, water and gas brass goods, has a most interesting history. The company was founded by Hieronymus Mueller in 1857. With the foundation of thorough old country education in mechanics, he established himself in business in Decatur, as a lock and gunsmith. Although limited in business extension because of the small town and sparsely settled country, Mr. Mueller, nevertheless, was ambitious and succeeded in a gradual development of a large machine shop and later a plumbing store.

Became City Tapper

In the early 70's the City of Decatur established a water works. Mr. Mueller at once saw an opportunity and established himself as a plumber, and was appointed to the position of city tapper. The crude methods of making service connections at the main led him to devote his time and talents to the invention of the water tapping machine, which is now used by practically all water works plants. This formed the real foundation of the Mueller Company. It led in a very modest way to the establishment of a small brass foundry for the manufacture of corporation stops and curb stops.

Mr. Mueller had six sons. These boys, as they became of age, were admitted to the business, and it was this infusion of younger blood that resulted in greater expansion of the Mueller industries. The first of the big factory buildings now covering five city blocks was erected and the entire time and talents of the family were devoted to the development of goods for water works and gas works. This grew rapidly and a complete plumbing line was added. In the middle 90's the company was going good and its growth has been continuous.

The company now operates a big plant at Decatur and a similar Canadian plant at Sarnia, Ontario. The iron business, including such articles as service boxes, service clamps, etc., was detached from the main factory and an iron foundry building was erected at a different point. The latest addition is the vitreous ware plant where the company is now engaged in the manufacturing of toilets, lavatories, etc.

Substantial Growth

The growth and success of the company has been of a very substantial character. Each step has been carefully planned and taken only when the company was assured that they were prepared for such an extension.

Of the original six brothers, only three are living, Adolph, Robert and Oscar. Through an amicable rearrangement of interests a few years ago the latter took over the big business established at Port Huron, Mich., which was built by the Decatur Company during the war for the manufacture of munitions, and afterwards transformed into a copper and brass tube mill, die casting, forging, etc.

The company's reputation for quality is explained in the fact that Mr. Mueller's mechanical training called for nothing but the best in workmanship and material, and he would allow no deviation in the factory. All of his sons' educations were planned according to the position in the firm they would be best fitted for, so the personnel of the company is made up of metallurgical, chemical, mechanical and business engineers. This, with the unbreakable rule of producing nothing but the highest quality assures the company's continued success.

Two Coast Branches

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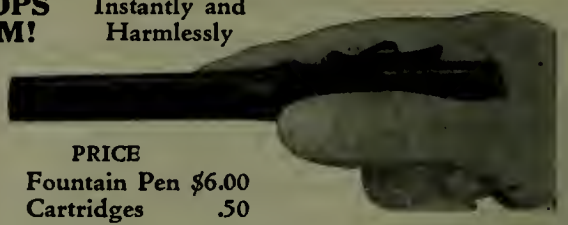

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EDITORIAL PAGE

Spring Valley Is Ours

IN HAVING acquired the management and operation of the Spring Valley Water Company and its properties, this great city of San Francisco has as a new municipal function a going concern and, as pointed out by City Engineer M. M. O'Shaughnessy, elsewhere in this number of San Francisco MUNICIPAL RECORD, one with a gross revenue of approximately $7,000,000 annually, and which will net the city $1,200,000 annually from public ownership, after paying the bond redemption and all operating expense.

Acquisition by the City of the Spring Valley properties was an uphill battle—dating back fifty or more years—and with five separate elections having been held before the City finally was successful in voting a bond issue to take over the private water system. It was not until May, 1928, that a two-thirds majority vote was obtained for a bond issue of $41,000,000 to purchase the Spring Valley properties.

FORMAL acquisition of the Spring Valley properties was had on March 3, the passing of the private water company to municipal ownership having occurred at the City Hall, where Mayor Rolph and other city officials and representatives of the Spring Valley Water Company and the Bank of Italy, accomplished the transfer.

Through an ordinance of the Board of Supervisors, the Board of Public Works created a new bureau—San Francisco Water Department. At the department's head is Nelson A. Eckart, one of the most competent and best known engineers in the country, and a man of unusually capable executive ability. That Mr. Eckart will conduct this new municipally owned utility under the most business-like conditions that can be established by ordinance, consonant with existing charter powers and restrictions, goes without saying.

To the more than 400 officers and employees of the former water company and who officially were welcomed by Mayor Rolph as members of this city's big municipal family of more than 11,000 employees, San Francisco MUNICIPAL RECORD bids welcome.

Spring Valley is ours! It is one of the finest water system in the world and one to which all San Franciscans can point with pride.

San Francisco Knows How

BECAUSE of the good judgment displayed by Mayor Rolph and the Police Department during the recent "Unemployment Day" demonstration, San Francisco took its place as the outstanding city of the world where paraders in the army of unemployed did not resort to violence. Instead of commanding the police to use clubs on paraders and to trample them under the hoofs of horses, as was done in many cities on that day, Mayor Rolph ordered for them a police escort; he invited them to City Hall and there provided a platform for speakers. The Mayor, recognizing that those unfortunates are human—like the rest of us—welcomed them with handclasp, sat on the same platform with their speakers and listened to their troubles. That action alone stamps Mayor Rolph as the outstanding municipal executive of the world during these days of labor depression. Surely San Francisco does *know how!*

* * *

The City's Health Record

SAN FRANCISCO stands preëminently as one of the healthiest cities in the United States! The city's outstanding health record was entered the latter part of last month in a national contest among 125 American cities, conducted by the United States Chamber of Commerce, by the San Francisco Chamber of Commerce health conservation committee.

Philip J. Fay, Chairman of the Chamber's health committee, and City Health Officer Dr. William C. Hassler predicted that San Francisco's record would win high standing. Dr. Hassler said that 99 98/100 per cent of San Francisco dwellings are connected with the municipal water system, whereas some eastern and midwestern cities show only 40 per cent of the dwellings so connected.

San Franciscans point with pride to their city's unprecedented health record.

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Nelson Andrew Eckart

NELSON A. ECKART, named by the Board of Public Works as general manager of the San Francisco Water Department, newly created to handle the Spring Valley water properties recently acquired by the city at a price of approximately $40,000,000, comes well equipped in education, training and experience in executive positions, to take on this work. His appointment to his present position is, in a way, a promotion from that of Chief Assistant Engineer on the Hetch Hetchy project, in which he served for ten years under City Engineer M. M. O'Shaughnessy.

For seven years prior to that, Mr. Eckart served in the City Engineer's department, having entered the city's service in 1913 to take charge, under the direction of Chief O'Shaughnessy, of the construction of the extensions to the Municipal Railway system to serve the Panama-Pacific International Exposition. These railways, for which $3,500,000 in bonds were voted, were constructed in record-breaking time, and within the estimates of cost. The success of that work was due to careful scheduling by Mr. Eckart, so as to properly coördinate all of the many contracts calling for delivery of the materials and the equipment, the construction of the tracks and the car barns.

IN 1919, Mr. Eckart left the street railway work and was detailed by Mr. O'Shaughnessy as construction engineer to take general charge of the work in the field of the construction work at Hetch Hetchy, including the completion and operation of the Hetch Hetchy railroad, the O'Shaughnessy dam, and the nineteen-mile tunnel from Early Intake to Priest.

Early in 1921, following the resignation of A. J. Cleary, Mr. Eckart was called to San Francisco as chief assistant engineer. In that capacity he had, under the City Engineer, general charge of all public utility work, covering street railways, electric power and the Hetch Hetchy work, the latter including the Bay crossing pipeline, the Moccasin power plant, the sixteen-mile foothill tunnels and the twenty-eight-mile Coost Range tunnels now under construction.

Nelson A. Eckart was born in Virginia City, Nevada, in December, 1878, where his father, W. R. Eckart, a distinguished engineer, was consultant to the "Bonanza Kings," Flood, Mackey and O'Brien. His family having moved shortly thereafter to San Francisco, young Eckart received his education in the San Francisco schools. He attended the old South Cosmopolitan, the Lincoln Grammar and the Lowell High schools. He went to the State University at Berkeley, from which he graduated in 1899 with the degree of Bachelor of Science in mechanical and electrical engineering. At the University Eckart took an active part in student affairs, having been a member of the Delta Kappa Epsilon fraternity, Theta Nu Epsilon and Skull and Keys, and manager of the varsity baseball team.

UPON leaving the University, Mr. Eckart entered the Union Iron Works as an apprentice, working ten hours a day at 10 cents an hour, but at the same time gained much practical experience in machine shop work as well as valuable understanding of the workman's point of view toward industry.

In 1900 he left the Iron Works to go with the Standard Electric Company as resident engineer on the construction of a 10,000 k.w. hydro-electric plant, the first to transmit electric energy at 60,000 volts to San Francisco. After spending three years on that work, he went east to the Westinghouse Electric & Manufacturing Company, where he spent a year familiarizing himself with the manufacture and design of electrical equipment. Subsequently, Mr. Eckart was assistant engineer to the California State Board of Prison Directors, in charge of improvements at San Quentin and Folsom prisons, and also deputy state engineer on the same work. He resigned to go with the Snow Mountain Water and Power Company in charge of their construction work.

HIS next employment was as resident engineer for the Oso Development Company, in charge of all preliminary work for their proposed Yellow Creek development near Belden, on the Feather River. He was one of the assistant engineers associated with John R. Freeman in the completion of the latter's report on the most available water supply for San Francisco, soon after which he joined the staff of the City Engineer.

Mr. Eckart is married and the father of three children. He is accustomed to an active outdoor life, and finds recreation in a round or two of golf over the week-ends.

NELSON A. ECKART

General Manager, San Francisco Water Department

We Are Nearing Our Goal

Spring Valley Acquisition, Made Possible Through Giannini's Loyalty to San Francisco, Marks Another Milestone Toward the Finest Water System in the World

By Mayor James Rolph, Jr.

MAYOR JAMES ROLPH, JR.

THE long-awaited sale of the $41,000,000 Spring Valley 4½ per cent bonds has been consummated. The Bank of Italy, through A. P. Giannini, made the city a proposition by which the bonds, voted for the purchase of the Spring Valley Water Company properties, were purchased by the bank at par and accrued interest. The bonds which were voted about a year and a half ago and which were first offered for sale in January, 1929, had since been in the hands of Treasurer Duncan Matheson awaiting a bid of par and accrued interest from the first bidder willing to take the whole issue. However, due to the serious depression in which the bond market had been for the last year and a half no tender was received.

According to the proposition which Mr. Giannini submitted for the Bank of Italy, the bank agreed to purchase the entire $41,000,000 at par and accrued interest, provided the City Treasurer agreed to deposit the entire proceeds until March 3, on which date the Spring Valley properties would be—and now have been—taken over by the city. The deposit of the bond proceeds with the Bank of Italy necessarily had to comply with the requirements of the City Charter, which provides for the payment by the Bank of Italy to the city of the minimum rate of interest of 2 per cent and the furnishing by the bank as security for the deposit of the bond proceeds of Government or Municipal bonds equaling 110 per cent of the amount of the deposit.

According to that plan, the city on March 3 paid the full purchase price for the Spring Valley properties, thereby enjoying the full water revenues from that date. On the purchase price there was deposited with the Spring Valley treasurer sufficient funds to pay the $22,000,000 Spring Valley Water Company 5 per cent bonds on the next call date, November 1, 1930, together with the amount necessary to pay interest on the Spring Valley Water Company bonds from March 3 to November 1. The balance of the purchase price was paid to the Spring Valley Water Company for distribution to the Spring Valley Water Company stockholders.

As Mr. Giannini's proposition for the purchase of the $41,000,000 Spring Valley bonds was the only feasible one suggested during the last year while the bonds remained in Treasurer Matheson's hands, city officials were extremely optimistic regarding the conclusion of this financing. Legal details were checked and the conclusion of negotiations was effected within a few days.

This is the second time the Bank of Italy has come forward in the solution of the city's financial problems.

During the latter part of December, the Bank of Italy purchased at par and accrued interest $4,000,000 San Francisco Hetch Hetchy 4½ per cent bonds which were advertised by the

city without success, and the sale of which was greatly necessary to carry on the Hetch Hetchy aqueduct construction and which otherwise would have been brought to a standstill but for the timely aid of Mr. Giannini to purchase that block of bonds as a permanent investment for the Bank of Italy Investment Account.

On behalf of the citizens of San Francisco, I thank Mr. Giannini and the officials of the Bank of Italy for their public-spirited solution of the problem by purchasing the Spring Valley bonds, thus enabling the city to immediately enter into the profitable and highly advisable public business of operating its own water supply for the benefit of the people.

The water problem has been the major project before the people for nearly half a century and has been beset during all that time by the tactics of politicians, obstructionists, theorists and pessimists. Its solution is cause for general rejoicing.

It is seldom in the life of a big city, where the spirit of gain seems to be ahead of almost everything else, that a native son of this city of San Francisco, the leading financier of the world, a man whose very make-up is, doing unto others and for others without the spirit of gain for himself, a man who from his boyhood days, born in meager circumstances, has felt the force of hard things of life and who, step by step, climbed the ladder of fame, all the time mindful of his fellow citizens' interests and the interests of the city that he loves so well, that such a man should come forward and use the influence and the mighty financial operations of his big institution to help the city of his birth.

We have grown to have an affection for A. P. Giannini; we have grown to know the mighty giant that is within our midst; the offer was a patriotic move on his part, as was his action in purchasing the $4,000,000 worth of Hetch Hetchy bonds so that the work of Hetch Hetchy might be prosecuted to its completion. And this crowning glory of San Francisco, the acquisition of the Spring Valley properties, will always bear with it the name of A. P. Giannini, in bringing these properties to San Francisco, free and clear of all incumbrances.

GIANNINI—Loyal Son of San Francisco

WHEN San Francisco's official family practically had abandoned hope of an early disposal of the $41,000,000 in bonds that would purchase for this city the Spring Valley Water Company properties, it remained for A. P. Giannini of the Bank of Italy to step forward and, in manner characteristic of his everlasting loyalty to San Francisco, offer to buy the bonds for the investment department of his bank.

To his lieutenants, to whom he intrusted the legal phase of the bank's proposition to take over the bonds, Mr. Giannini said:

"This is a matter that concerns San Francisco; it is a matter that I would like to see handled. In handling it I want to make no profit." The proposition was accepted; Mr. Giannini took over the bonds and today San Francisco owns one of the finest water systems in the world.

A. P. Giannini needs no introduction to the readers of the MUNICIPAL RECORD. His name and that of the Bank of Italy are on every tongue. Mr. Giannini and his banks, and his financial operations are world-wide sensations—no other word would describe their meteoric rise to fame.

Mr. Giannini was born in San Jose 59 years ago. When he was 7 years old his father died, leaving the mother with three children. A few years later, Mrs. Giannini married Lorenzo Scatena, a commission merchant who later became the patriarch of the Bank of Italy. At 12 young Giannini decided that he was going into business. Be-

A. P. GIANNINI

fore and after school he followed his stepfather into the commission district. A year or two later he quit school and became a salesman for Scatena. His success in the commission business was phenomenal.

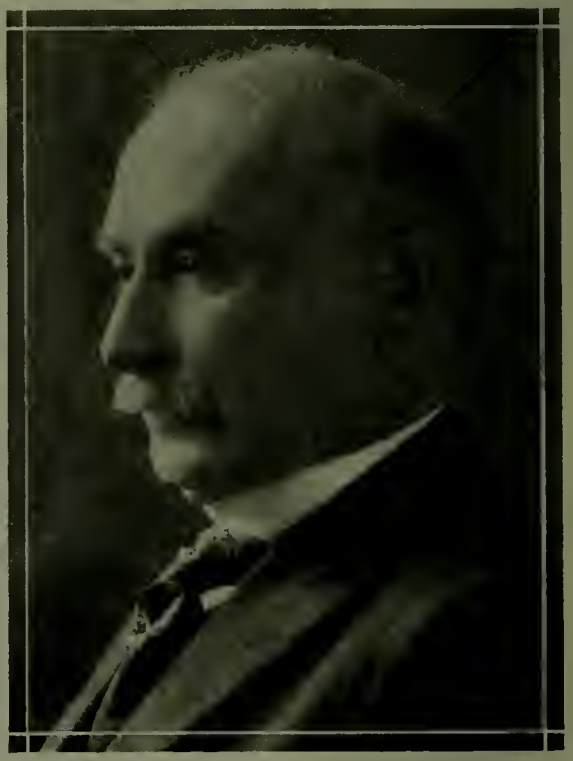
Retiring from the commission business, Mr. Giannini entered the real estate field and, in 1904, organized the Bank of Italy, the institution's resources at that time being $285,437 Today the resources of the Bank of Italy exceed $675,000,000.

Mr. Giannini always has practiced what he preaches. His creed is "Look ahead—then back your judgment to the limit."

A History of the Spring Valley Acquisition

Controversy Over Municipal Ownership Dates Back to 1873, When First Attempt to Purchase Was Made

By M. M. O'Shaughnessy, *City Engineer*



M. M. O'SHAUGHNESSY

THE subject of acquiring the Spring Valley Water Company has been a source of controversy in San Francisco since 1873, when the first attempt to purchase it was made. At that time the city expressed a serious interest in acquiring the property and under the chairmanship of Mayor James Otis, brought from Louisville, Kentucky, a distinguished hydraulic engineer named T. R. Scowden, to investigate the question of water supply and make a report. He spent a year from August 3, 1874, to July 30, 1875, in making studies for a water supply for San Francisco. His final conclusion and recommendation was that the city buy the Calaveras lands in Santa Clara County of over one thousand acres, and the Vallejo Mills property and water rights down Niles Canyon in Alameda County.

Resolution Presented

In May, 1875, the Special Committee presented the following resolution, declaring it to be expedient and proper to purchase the water, water rights, and property, etc., of the Alameda Water Company:

"Resolved, That it is the opinion of this Board, after a careful and thorough examination and consideration of the report of T. R. Scowden, engineer on the various sources of water supply, that it is expedient and proper and for the interest of the city and county of San Francisco and her inhabitants to acquire, by purchase, for said city and county, the water works, reservoirs, pipes, flumes, ditches, distributing mains, water rights and real estate owned by the corporation known as the Alameda Water Company, and the real estate connected therewith, with all the water rights, creeks, ponds, springs and sources of supply pertaining thereto, as shown by the reports and surveys filed of T. R. Scowden, Engineer of Water Supply, and owned by said Alameda Water Company. Also, to contract with said corporation to furnish, construct and put in operation the necessary reservoirs, distributing mains, pipes, flumes, tunnels, ditches and machinery to furnish an abundant supply of pure fresh water, as contemplated and provided in an Act of the last legislature, approved March 30, 1874.

FIVE separate elections were held before San Francisco was able to successfully carry the purchase of the Spring Valley Water Company system, says Mr. O'Shaughnessy in this article, and it was not until May, 1928, that a two-thirds majority was obtained for a price of $41,000,000. The 1929 revenues from the Water Company measure up to $7,000,000 yearly, which will net San Francisco about $1,200,000 annually from public ownership, after paying the bond redemption and all operating expense.—The Editor.

Committee Authorized

"Resolved, That the Committee, consisting of the Mayor, Auditor, and City and County Attorney, be, and is hereby authorized and empowered to view and carefully examine the property hereinbefore mentioned, and to enter into negotiations with the corporation known as the Alameda Water Company, and to contract with and purchase from said corporation their water works, reservoirs, distributing mains, pipes, flumes, ditches and water rights owned and claimed by said corporation, and the real estate connected therewith, and to contract with said corporation to furnish, construct and put in operation the necessary reservoirs, distributing mains, pipes, flumes,

tunnels, ditches, and machinery to furnish this city and county and her inhabitants with an abundant supply of pure, fresh water, and report the result to this Board as soon as practicable."

On the 31st of May, 1875, the following communication was presented, read and placed on file:

"San Francisco, May 25, 1875.
"James H. Deering, Esq.,
Chairman of Committee on
Water Supply.
"Dear Sir:

"I would respectfully state, for the information of your Committee, and through them to the Honorable Board of Supervisors of the city and county of San Francisco, that the Alameda Water Company have disposed of their water rights and real property appertaining thereto to the Spring Valley Water Company of San Francisco.

Very respectfully,
C. N. FELTON,
President, Alameda Water Company."

This letter at that time ended the quest of San Francisco in obtaining a water supply.

Attempt to Purchase

On July 30, 1875, Mayor James Otis, Monroe Ashbury, Auditor, and W. C. Burnett, City and County Attorney, made an attempt to buy the Spring Valley Water Works properties. The company quoted a price of $14,500,000, which the Mayor declined on the ground that it was in excess of the true cost of the works, as shown by the Company's books, and also in excess of the real value.

The Spring Valley Water Company remained in possession of the source of supply and under the new constitution of the State of California—1879—the Board of Supervisors had annual spring field days in determining the rate of compensation to be paid for water during the year. In those days there were twelve supervisors. It was necessary to have nine favorable votes to successfully fix a water rate. After much testimony and oratory by witnesses, the rate was satisfactorily determined each year.

Charter Installed in 1900

Our new Charter was installed in 1900, the number of supervisors increased to 18, and under the leadership of Mayor Phelan, an active assault was made on the water company's rates. Mayor Phelan went further and had surveys made in the high Sierra to get the most desirable source of mountain water supply. He made the original filings on the Tuolumne River. These were disapproved by Secretary of the Interior Hitchcock, and it was not until Mayor Rolph assumed control of the city in 1912 that we got real action on the Sierra water by putting through Congress the Raker Bill, which gave us primary rights on the Tuolumne River.

On the 24th day of February, 1913, the Board of Supervisors passed Resolution No. 639, requesting the city engineer to transmit a list of properties belonging to the Spring Valley Water Company, necessary, available, and usable for a source of water supply for the city. On the 19th of November, 1913, I, as the city engineer, filed plans and maps indicating the necessary properties to be acquired. On the 31st of December, 1913, the city attorney, Percy V. Long, filed action in condemnation in the Superior Court of the city and county against those selected properties.

In the meantime, the city appointed an Advisory Water Committee consisting of James Rolph, Jr., Mayor; Matt. I. Sullivan, attorney at law; Supervisor Alexander T. Vogelsang, Supervisor Thomas Jennings; Percy V. Long, city attorney; and M. M. O'Shaughnessy, city engineer. The city engineer conferred with the committee and discussed the purchase of the properties. The water company accumulated the purchase of the properties. The water company accumulated large areas of land, over 100,000 acres, much of which was for speculative and much for combative purposes against the proposed rival Tevis water scheme. In making his final determination, the city engineer excluded all unnecessary lands, including about 38,000 acres of this land that did not produce water, such as the Coyote Creek lands of 11,977 acres, and the Pleasanton Valley lands of 5,616 acres.

Agreement to Sell

The water company agreed with the city attorney, as set forth in letter dated July 27, 1914, to sell to the city all these segregated properties for $34,500,000, and payments of capital expenditures made by the company from January 1, 1913, and interest, allowing the city to select such lands as set forth in the city engineer's recommendations, and with the statement that all of the other tracts of land retained by the Spring Valley Water Company were of no value to San Francisco for water supply purposes, except in certain cases, and in such tracts the water rights appertaining to the land would be conveyed to

Calaveras Dam is one of the big earth-fill dams of the world. It closes the outlet of the long, narrow valley that has been converted into Calaveras Reservoir. The white tower houses the gate-valves that control the release of water through a tunnel to the creek channel below the dam.

The placid lake—the San Mateo hills—the storm-beaten tree—in this setting Hermann Schussler is remembered.

Typical view of one of the many beautiful pieces of property acquired by San Francisco in its purchase of the Spring Valley Water Company.

the city, thus giving to San Francisco all the value that can attach to them as water supply lands.

1913 Water Revenue

The gross revenue from water sales in 1913 was $3,322,048.10. It was deemed a wise measure to acquire the properties as the company owned a monopoly of reservoir sites on the San Mateo Peninsula and its system lent itself admirably to a merging with the completed Hetch Hetchy supply.

Five separate elections were held before San Francisco was able to successfully carry the purchase of this water system, and it was not until May, 1928, that a two-thirds majority was obtained for a price of $41,000,000.

The 1929 revenues from the water company measure up to $7,000,000 yearly, which will net San Francisco about $1,200,000 annually from public ownership, after paying the bond redemption and all operating expense.

Spring Valley purchase elections:

	Yes	No
January 14, 1910..	22,068	11,722
April 20, 1915.....	39,951	33,455
March 8, 1921.....	43,073	30,992
June 14, 1927..	41,463	28,611
May 1, 1928.....	82,490	21,175

Since those days, the city has expanded the use of the Alameda sources by an early building of the portion of the Hetch Hetchy Aqueduct between Irvington and Crystal Springs, practically twenty-two miles of pipe and tunnel. The general size of the pipe is five feet in diameter. It crosses the bay at Dumbarton by means of 3800 feet of an elevated bridge, capable of carrying two 7-foot pipes, and crosses the channel by means of 3165 feet of 42-inch submarine pipe. This leads the water from Niles, across the bay, to a pumping station on the west side, which lifts the water into Crystal Springs Reservoir, elevation 290. By this means, thirty-four million gallons per day of additional supply from the transbay regions was obtained to safeguard the supply for San Francisco.

Much credit is due Mayor Rolph for his participation in the various campaigns to acquire the property, which have been controversial and vituperative, from 1915 to date.

The 1910 Campaign

The campaign of 1910 for purchasing all the properties for $35,000,000, was very nearly successful, except for the antagonism shown by two labor leaders, Mayor P. H. McCarthy and Commissioner Michael Casey of the Board of Public Works.

Subsequent purchase campaigns were opposed by Rudolph Spreckels and Adolph Uhl, two obstructive citizens who showed aversion to the city's policies. The final campaign in 1928 was led by Supervisors Franck R. Havenner of the Finance Committee, assisted by myself, Chief Assistant Engineer Eckart, and Mayor Rolph, and resulted in the final conclusive declaration of policy by the citizens, of more than 4 to 1, to acquire this large property for the sum of $41,000,000.

It took the citizens of London one hundred years to acquire the private water companies, so it is a worthy record for the city of San Francisco to be able to do so after thirty years' combat in our diversified democracy.

Giannini Syndicate

During 1928 and the early part of 1929 the market for bonds retrograded, so that the city could not dispose of its $41,000,000 of bond issue until December 16, 1929, when a syndicate formed by A. P. Giannini, leader of the Bank of Italy and the National City Bank of New York, and others, arranged to buy the bonds, so that the city took possession of the Spring Valley property under municipal operation on March 3, 1930, having redeemed the $22,000,000 outstanding Spring Valley bonds, which will be retired November 1, 1930, under a financial arrangement satisfactory to the city, and satisfactory to the Spring Valley Water Company.

Spring Valley

MANAGEMENT and OPERATION

By NELSON A. ECKART
General Manager, San Francisco Water Department

MARCH 3, 1930, at noon, marks the birth of the San Francisco Water Department, at which time the city of San Francisco actually took possession and commenced the operation of its water supply system acquired by purchase from the Spring Valley Water Company at a price of approximately $40,000,000. Technically, the San Francisco Water Department may have been considered to have been established on February 26 when an ordinance creating the Department was finally enacted by the Board of Supervisors and approved by Mayor Rolph. On the same day, the Board of Public Works appointed as head of the Department the writer, with the title of general manager, said appointment, however, to be effective March 3, and it was not until then that the Board of Public Works, by resolution formally appointed as employees of the new department the entire personnel of the operating staff of the Spring Valley Company, with the exception of a very few individuals who were not citizens of the United States and consequently, by authority of the state law and the charter, ineligible for municipal employment, so that although the legislation had been completed on February 26, there was no substance to the Department until March 3.

Extent of Properties

The properties which were acquired covered all of the properties of the Spring Valley Water Company which had been designated by the City Engineer as being used, or useful, in connection with the production and distribution of water. In area the properties acquired covered approximately 62,500 acres and, in addition, riparian rights on nearly 20,000 acres of land. Most of these lands are in the watersheds tributary to the main storage reservoirs, including Calaveras reservoir, San Andreas reservoir, Pilarcitos reservoir, and Upper and Lower Crystal Springs reservoirs. Also the land immediately adjoining Lake Merced within San Francisco. Included in the purchase, of course, are all the pipe lines and aqueducts for conveying the water from the points of production and storage to the city, and the distribution system within San Francisco, together with all of the local distributing reservoirs, the pumping plants, and also the office building at 425 Mason Street, which now houses the San Francisco Water Department and is the headquarters for the same.

The capacity of the Spring Valley system, although heretofore rated as

Ortega, the great scout, explored this region of Crystal Springs Dam, and the main body of the expedition camped near the southern end of the reservoir.

The first built of Spring Valley's three major distributing reservoirs in San Francisco is Laguna Honda, at Seventh Avenue opposite Ortega Street. When Pilarcitos water was first brought to the city in 1862, it was delivered here, and this "deep lake" has been part of the city system ever since. At elevation 370 feet, it supplies high city areas.

65,000,000 gallons daily, due to the recent series of years with abnormally low rainfall, will be severely taxed during the coming year to supply the present needs of San Francisco amounting to about 50,000,000 gallons daily.

In addition to the properties of the Spring Valley Water Company, the Department takes over the properties and organization of the Municipal Water Works, a small local system taken over by the city some years ago and serving about 800 customers. The total number of services supplied by the Spring Valley Water Company at the time of taking over the properties was approximately 103,740.

Under the charter the operation of all municipally owned utilities is under the control of the Board of Public Works in accordance with such ordinances as the Board of Supervisors may adopt. The charter provides that the Board of Public Works shall appoint a head of the Department who shall have full executive control under such rules and regulations as the Board of Works shall adopt.

Some time ago there was submitted to the voters a proposed charter amendment creating a public utilities commission in which body would have been vested complete authority over the construction, operation and maintenance of all utilities. This, however failed of passage and until such charter amendment may be adopted the Board of Public Works in the operation of the utility will be governed by an ordinance adopted by the Board of Supervisors.

This ordinance is quite an elaborate instrument. It may be said that in general it follows the intent of the proposed charter amendment as far as the existing charter provisions permit It is a very lengthy document and the

D. W. COOPER, *Assistant Auditor*

Departmental Executives of the San Francisco Water Department

JOHN J. SHARON, *Auditor*

following is intended to indicate briefly the important provisions of the same:

First, it provides for the creation of the "San Francisco Water Department" for the purpose of supplying water to the inhabitants of the City and County of San Francisco and to such other persons and places as may hereafter be supplied with water by the City and County of San Francisco, and as above mentioned initially covers the Spring Valley Water Company system and the County Line Water Works.

It provides that all new construction work and major extensions shall be done under the direction and the supervision of the city engineer, and that no extension, addition or major improvement or replacement shall be made except on the recommendation of the head of the Department, or the city engineer.

It gives authority to the Water Department to use all legal means to collect revenue due for sale of water either by discontinuance of service or by civil action in the name of the City and County of San Francisco.

It empowers the Board of Public Works to authorize such banks as it may elect to receive payment of water bills for the Department, and to issue receipts for the same in the name of the Department. In this connection it may be pointed out that the following banks have made application and have been authorized to act in this capacity: American Trust Company, Bank of Italy, The San Francisco Bank, Anglo-California Trust Company, Hibernia Savings & Loan Society.

The Water Department is also required to observe all ordinances of the city and county, and all rules and regulations of the Department of Public Works relative to street openings, barricades, excavations, etc., and pay the necessary fees exactly as any other private utility operating in San Francisco.

As previously referred to, it provides for taking over the entire operating staff of the Spring Valley Water Company and brings them within the provisions of the Civil Service sections of the charter insofar as the same may apply.

In the matter of compensation of employees, the minimum of $150 per month is established by the ordinance for all employees in the clerical service. With regard to other classes of service, the ordinance provides that these employees shall receive at least the minimum entrance salary or compensation paid for similar service in any other utility at present being operated by the Board of Public Works, and for positions not otherwise covered at least the minimum

H. M. KINSEY
Cashier, San Francisco Water Department

On Sloat Boulevard at Twenty-second Avenue, against the background of Lake Merced, stands Central Pumps, the largest pumping station in Spring Valley's distributing system. The water coming into the city reaches these pumps through a concrete reservoir near by, and is pumped to Laguna Honda at the rate of eight million gallons per day.

Some Departmental Executives of

I. E. FLAA
Hydraulic Engineer

G. J. DAVIS
Superintendent, Peninsula System

Superin

O. G. GOLDMAN
Assistant Superintendent, City Distribution

V. E. PERRY
Manager, Water Sales Department

Superintend

entrance wage or compensation paid for similar service paid in other departments of the city government. It also provides that there should be no reduction of compensation except where the duties were diminished below that received by the employees as indicated by the January, 1930, pay roll of the company.

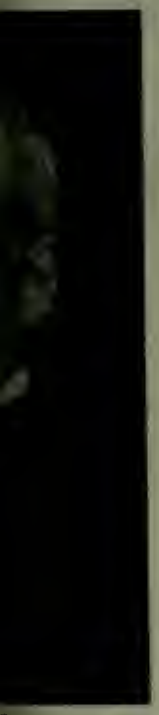
In this connection the Civil Service Commission, upon the request of the Public Utility Committees of the Board of Supervisors and the Board of Public Works, made a hasty survey of the duties of all of the Spring Valley Water Company employees prior to taking over the properties and classified them in accordance with their duties to correspond with the proposed standard classification of

San Francisco Water Department

System

GEORGE W. PRACY
Superintendent, City Distribution

T. W. ESPY
Engineer of Water Production



Department

A. M. COOLEY
Assistant Manager, Water Sales Department

J. H. LEPLA
Purchasing Agent

positions now before the Board of Supervisors.

The Civil Service Commission is to be commended for the manner in which they handled this task, which involved the study and classification of the duties of more than 450 employees within a period of about two weeks. Naturally, however, within this limited time it was not possible to make a complete field survey of all of the positions and no doubt there will be found some few inequalities and discrepancies which may have to be ironed out and some adjustments made. This standard classification paves the way for the standardization of salaries now being considered with its aim of equal pay for equal service in the city's employment.

Photo by Chaffee

Mayor Rolph (standing in center) accepting from Samuel P. Eastman (standing to the left of the Mayor) deed that transferred Spring Valley properties to the City of San Francisco. Seated are the other city officials and water company representatives who witnessed the transfer.

The ordinance requires that the accounts of the Water Department be kept in accordance with the standard practice of the Railroad Commission for similar utilities and provides that the amount of taxes which would have been paid to the city on the properties used in the water system shall be offset by furnishing without charge such amount of water which at the current rates would equal the amount of the taxes.

It is also required that the Water Department pay into the Hetch Hetchy bond interest fund the sum of $250,000 per year as rental for the bay crossing aqueduct.

These provisions all have the effect of requiring the Water Department to stand on its own bottom, and pay its own way, exactly as if it were a privately owned system with the exception of the payment of state taxes, etc.

Department Budget

The ordinance provides that in April of each year a budget be prepared to show the estimated amounts of revenue to be received during the year and likewise an estimate of all amounts to be paid out for all purposes, indicating in detail the requirements for salaries and wages and for all improvements and other expenditures. Upon the approval of this budget by the Board of Works and the Board of Supervisors, the sums set forth in the budget are automatically appropriated for the various purposes set forth therein. Any expenditures or commitments in excess of these amounts, or for other purposes, may only be made upon the submission and approval of a supplemental budget, except in the case of emergencies.

Provision is made for the establishment of a proper depreciation reserve fund, for bond interest and redemption funds, and for water extension reserve fund, in addition to the so-called charter reserve fund, in which is retained a minimum of one-half of the operating expenses of the previous year.

The ordinance provides that the water rates in effect under the Spring Valley Company management at the time of taking over the properties shall remain in effect for a period of at least one year, and thereafter changes in the water rates shall only be made upon the written recommendation of the head of the Department and the Board of Supervisors, and it specifically provides that no rates shall be made which will not be sufficient to produce the revenues to safely cover all operating expenses and provide for the maintenance of the proper reserve fund.

The Water Department is required to pay for all services rendered by any other department of the city and county at cost out of revenues of the Water Department.

The city attorney is designated as the legal adviser of the Department, with provision for appointment of additional assistance when required. Provision is made for the proper bonding of employees of the Department based on the faithful performance of their duties.

Payment of Employees

The ordinance provides also for the payment of employees on the work, rendering unnecessary the loss of time otherwise involved where the employees are compelled to go to the City Hall to collect their salaries or wages.

A revolving fund is provided for by means of which petty expenses of the Department and other payments that can not be completely made by demands upon the treasurer may be paid. This revolving fund is to be reimbursed from time to time by payments from the treasurer upon production of proper receipts and the approval thereof.

The purchase of all materials, supplies and equipments by the Water Department is to be made through the city purchaser of supplies, with provision that specifications may be prepared under the direction of the head of the Water Department for all equipment required by the Department, or for materials or supplies peculiar to the Department's operation.

Department Personnel

For purposes of administration, the organization is divided into various divisions or departments. The accounting is under the direction of J. J. Sharon, whose title is that of auditor; D. W. Cooper, assistant auditor, and H. M. Kinsey, cashier. T. W. Espy, with title of engineer of water production, is in direct charge of all operations relative to the production of water and all work outside of San Francisco, other than that under the agricultural department. Under Mr. Espy, G. J. Davis is superintendent of the Pensinsula System, and A. W. Ebright, superintendent of the Alameda System. I. E. Flaa is hydraulic engineer in charge of design. George W. Pracy is superintendent of the City Distribution System, with O. G. Goldman as assistant superintendent. V. E. Perry continues as manager of the Water Sales Department, with A. M. Cooley as assistant manager. F. W. Roeding, superintendent of the Agricultural Department, has charge of all agricultural operations including a walnut orchard of 100 acres, and the leasing of lands owned by the Department for agricultural purposes. J. H. Le Pla is the purchasing agent under the city purchaser of supplies.

JOHN J. O'TOOLE

Legal Phase of the Spring Valley Purchase

By JOHN J. O'TOOLE
City Attorney

ON MARCH 3, 1930, the efforts of our citizens for nearly fifty-six years were rewarded, and San Francisco became the owner of the operative properties of the Spring Valley Water Company, and today those properties are in possession of our city and are being operated by the Board of Public Works under the name of San Francisco Water Department. The taking over of these properties was made possible by the bond issue approved by the people on May 1, 1928, and while an issue of forty-one millions was approved and available for the purchase, the actual price paid was slightly less than forty millions. Had not the bond market throughout the United States suffered a severe depression during the latter part of 1928, which depression lasted practically through all of the year 1929, our bonds might have been disposed of at an earlier date and the properties of the company taken over even as early as March 1, 1929, but it was not until the Bank of Italy, during the month of December, 1929, offered to finance the sale of the bonds that the actual money to close the sale was available.

The matter of closing the transaction was by resolution of the Board of Supervisors committed to the City Attorney and the City Engineer. The details were multifarious, but by dint of hard work and with the sincere coöperation of the officials and employees of the Spring Valley Company, all of the details were satisfactorily adjusted so that before noon on Monday, March 3, a check for $39,962,606.51 was delivered to the company, and a deed conveying to the city all the operative properties of the company was simultaneously delivered to the city. This deed was executed in four counterparts, to the end that its recordation might be effected in each of the four counties in which the properties are situated, prior to noon on that day. And thus, the Spring Valley Water Company, which had been an agency for the distribution of water in San Francisco as well as on the peninsula since 1857, ceased to function and its duties and obligations were assumed by the city, which henceforth must not only perform these duties and obligations, but also prepare itself for the additional ones which will be cast upon it when the water supply of the Spring Valley will be augmented by that from the Hetch Hetchy system, and the duty of supplying not only our own residents but also the residents of our sister

Photo by Chaffee

WHEN SPRING VALLEY BECAME MUNICIPALLY-OWNED

Left to right: M. M. O'Shaughnessy, City Engineer; Duncan Matheson, Treasurer; John J. O'Toole, City Attorney; John J. Dailey, Assistant City Attorney; Samuel P. Eastman, President, Spring Valley Water Company; Timothy A. Reardon, President, Board of Public Works; Mayor James Rolph, Jr.; Nelson A. Eckart, General Manager, San Francisco Water Department; Supervisor Franck R. Havenner; Dion Holm, Chief Deputy City Attorney; Edmond Godchaux, Recorder; Louis Ferrari, General Counsel, Bank of Italy.

cities on the peninsula with pure water will rest on San Francisco.

While the Spring Valley Company has retired from the business of the distribution of water, it will continue to be one of the institutions of San Francisco, for while all of the properties which were used in the production, storage or distribution of water have been taken over, the company still retains its non-operative properties which must be administered.

Although the Spring Valley Company has to a large extent passed out of the picture as a water utility, there has been no interruption in service to the people. All employees in the operating department of the company have been taken over by the city and continue to render the same service to the public as they did formerly. The Board of Public Works of San Francisco supplants the Board of Directors of the company, and Mr. Nelson Eckart, for many years first assistant City Engineer, becomes general manager in place of Mr. George Elliott, who performed the functions of this office under the company's regime.

There is much which might be written as to the formation and early history of the Spring Valley Water Company, its activities in the affairs of our city, as well as its efforts to at all times procure a water supply adequate to the needs of San Francisco, but space does not permit; suffice to say that from a very humble beginning it became a great company, played its part in the building of the city, and has now stepped aside to permit the more modern idea, that water used by a city must be municipally owned, to function, and the San Francisco Water Department takes up its burden where it was dropped, confident of its ability to do its full part in the operation of a water system which soon will be second to none in the world.

Captain Francis, Veteran Flyer, New Airport Superintendent

Captain Roy N. Francis, veteran aviator, has been named superintendent of the city's municipal airport at Mills Field, by the Board of Supervisors. Captain Francis succeeds Bartlett Stephens, who resigned as acting superintendent of the airport to engage in commercial aviation.

Captain Francis is a native of San Francisco. He has been flying since 1907. He has had wide aviation experience and during the World War laid out seventy-five flying fields for the Federal Government, including Kelly Field, Texas. Francis is a former captain in the air service and was associated with General William Mitchell at Washington during the post-war period. He prepared the code of regulations and rules for army flying fields and in 1919 was selected by the United States Army to consider a flight across the Atlantic Ocean. Captain Francis is mechanical, aeronautical and electrical engineer.

In 1910 Captain Francis established a world's altitude record of 17,000 feet at Goldfield, Nev. Subsequently he claimed the record of flying across San Francisco bay with a passenger, the first time such an aerial feat had been accomplished. At the Panama-Pacific International Exposition in San Francisco in 1915, Captain Francis and Lincoln Beachy were the first aviators to entertain the crowds at stunt flying.

Authority to negotiate for the purchase of the city's airport has been given to the joint Airport, Finance and Public Welfare committees by the Board of Supervisors.

That part of the Mills Estate now used for the city's airport, consisting of 150 acres, has an approximate value of $1000 an acre.

CAPTAIN ROY N. FRANCIS
Superintendent, Mills Field

On recommendation of the Airport and the Finance committees, the Board of Supervisors has approved an appropriation of $26,615 for improvement of roads, hangars and fire protection at Mills Field.

The first plane of the newly formed Continental Air Express left on its inaugural flight from Mills Field on the morning of March 1, bound for Los Angeles via Fresno. Supervisor E. Jack Spaulding, chairman of the city's airport committee; Captain Francis, superintendent of the Airport; Captain Charles Goff of the Police Traffic Department, and others were present to wish the plane bon voyage.

Most of the San Francisco Water Department photographs in this number of the Municipal Record were made by George E. Fanning, department photographer.

SUPPLIES HEAD BOOSTS LOCAL PRODUCTS

Leonard S. Leavy Explains Department Policy

City Purchaser of Supplies Leonard S. Leavy has addressed to Mayor Rolph and the Board of Supervisors, the following communication, which is self-explanatory:

"Requests are frequently received asking consideration for 'Made in California' products when bids are opened for the various commodities purchased for use of the city departments.

While under our organic law (the Charter) no preferential is permissible to local bidders, it has been the endeavor of the purchaser of supplies with the hearty coöperation of the Mayor and the Board of Supervisors to encourage local competition to the benefit of local trade.

The bureau has a fixed desire to help local industries and to illustrate, has circularized the San Francisco Chamber of Commerce, Building Trades Council, Labor Council, and the California State Chamber of Commerce so that these quasi-public organizations might assist through the medium of their membership to sell our idea to local merchants.

The result has been gratifying as to price, quality of goods offered and service and we now have of record as being manufactured or produced in San Francisco and in California, the following commodities:

San Francisco

Ambulance bodies, ash cans, auto tires and tubes, awnings, bags, batteries, bathing suits, beds, bed springs, boilers, bolts, manufactured books, boots, bottles, box-board products, brooms, brushes, buckets.

Badges, bread, carbon paper, castings, chemicals, cleaning fluids, men's and women's clothing, compressor (heads), condiments, cordage, cushions, garbage cans, candy, catgut, chocolate, curtains, disinfectants, detergents, draperies, envel-

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HOlliday 1638

San Francisco Phone
DOuglas 7388

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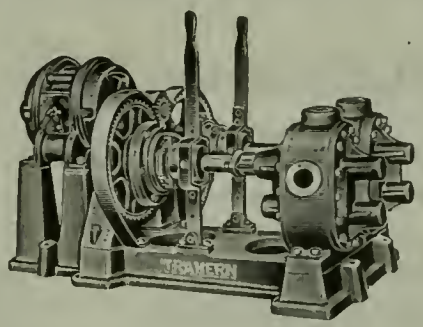

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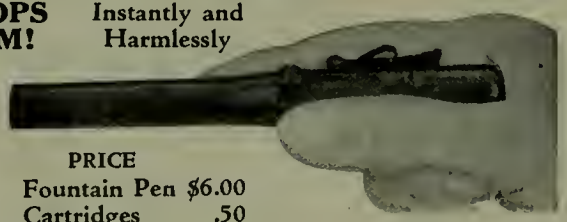

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The above commodities were tabulated so that those interested might know of our local purchases and that those not heretofore informed, have made known to them our desire to lend assistance.

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WILLIAM McCARTHY RETIRES FROM SERVICE

The employees of the Bureau of Engineering gave a dinner at the Elks' Club, Saturday evening, March 8, in honor of William H. McCarthy, who was retired from service on March 1, after many years' employment as an Inspector of Streets and Sewers.

Mr. McCarthy's popularity was manifested by the attendance of many friends and associates, among whom were President T. A. Reardon of the Board of Public Works, Sheriff W. J. (Dick) Fitzgerald, formerly attached to the Engineering Department, and Senator Tim Treacy, the dean of the contractors.

During the dinner, "Bill" McCarthy was presented with a Sparton Radio, which came as a complete surprise. After several brief addresses were made, the remainder of the evening was devoted to a well arranged program of entertainment.

JOHN W. ROGERS, PRESIDENT OF RETIREMENT SYSTEM, SIGNALLY HONORED

John W. Rogers, chief assistant clerk to the Board of Supervisors, and president of the City Employees Retirement System, assumed office for the tenth consecutive year on February 26, when the retirement system held its annual reorganization meeting. William H. Scott, who recently was re-elected a director of the board of administration, also was inducted into office.

The City Employees Retirement System was established in 1921, and the next year boasted a membership of 3200. There are now 7750 members in the organization which has a reserve fund of $7,000,000 accumulated through contributions from employees and like donations from the city.

San Francisco MUNICIPAL RECORD joins Mr. Rogers' legion of friends in congratulating him upon the signal honor his fellow members on the Board of Administration, Retirement System, conferred upon him.

We Thank You

THE publishers of San Francisco Municipal Record are deeply grateful for the many messages of commendation we received following publication of our first annual Municipal Blue Book and official directory. While an extra 1000 copies of the Blue Book were printed, requests for additional copies from department heads, civic organizations and business houses generally came in so fast the edition soon was exhausted. We are glad the Blue Book was so generously welcomed and assure our readers it was a pleasure to have printed an edition that was esteemed so highly.

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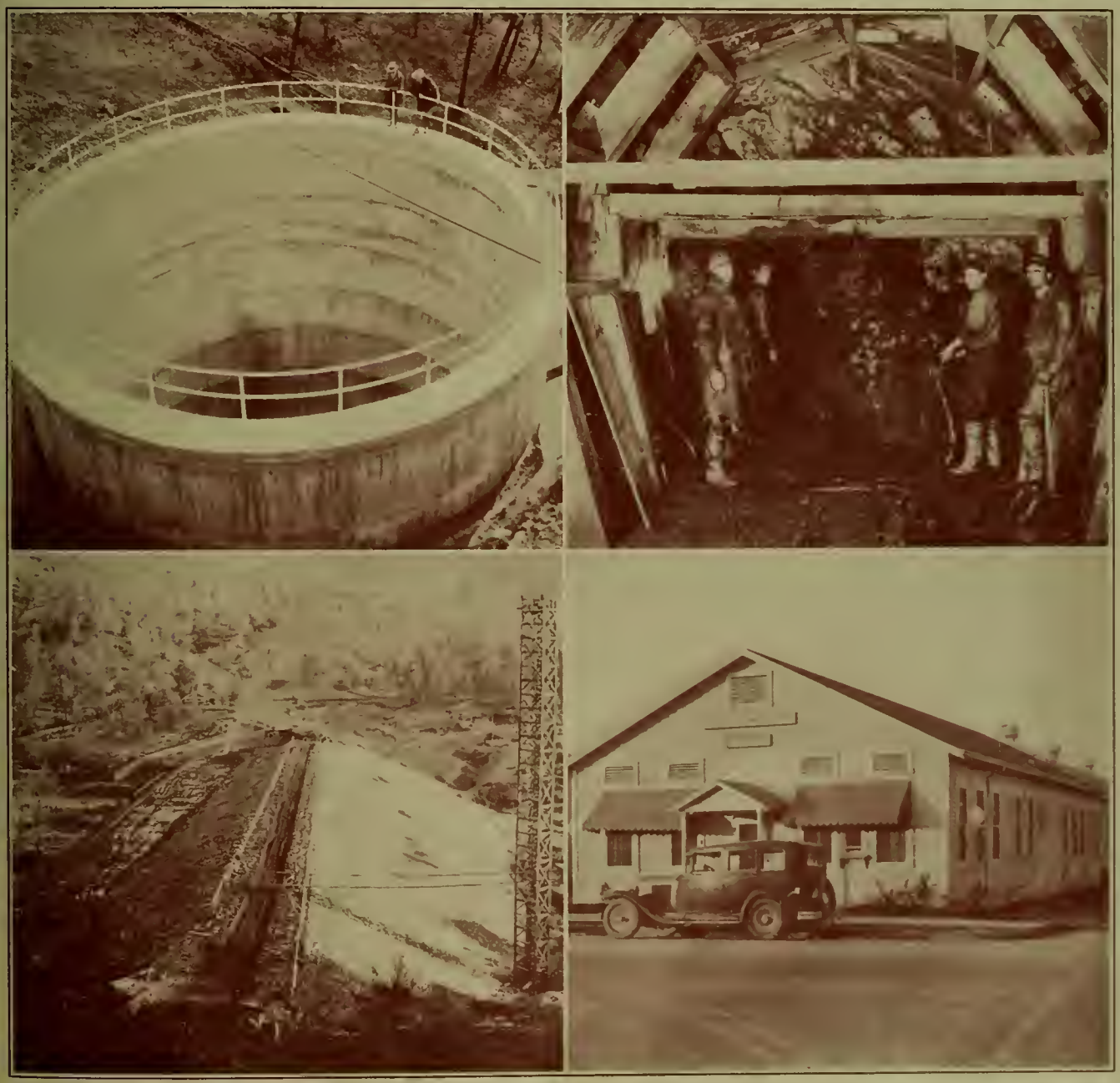

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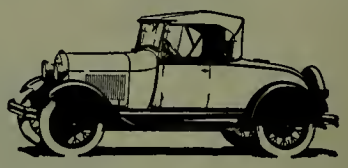

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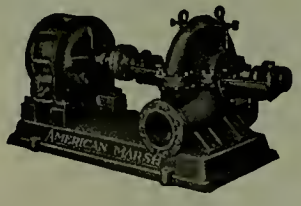

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Lloyd Tevis McAfee

TWENTY-ONE years ago, in August, a young civil engineer with a liberal allotment of brains and an inexhaustible fund of energy joined the staff in the City Engineer's office. That young engineer—he was not quite twenty-eight years old—was Lloyd Tevis McAfee. Today, he is Chief Assistant City Engineer, in charge of Utilities, Tunnels, Railways and Water in the office of City Engineer M. M. O'Shaughnessy.

Mr. McAfee's promotion to the second highest post in the engineering department came through capability for the position and his unswerving loyalty to the department he so faithfully has served. Into those nearly twenty-one years' service to the city of his nativity Mr. McAfee's engineering record is notable for its outstanding achievements.

BORN in San Francisco, June 27, 1881, young McAfee attended the Pacific Heights and the Pacific Avenue schools. Then followed the final years of his scholastic days with a completed preparatory course at Belmont (California) private school. Having decided that he would become a Civil Engineer, it is characteristic of the man that he should have carried out that purpose undeviatingly and thoroughly.

From helper chainman, rodman and instrument man on railway surveys in Shasta County and on surveys for proposed hydroelectric projects in Kings County, to the position of Chief Assistant City Engineer for the City and County of San Francisco, is the transition Mr. McAfee has experienced.

THE following is a chronology of Mr. McAfee's engineering work:

Helper chainman and rodman under J. B. and C. S. Rogers, Civil Engineers, on railway surveys in Shasta County—June, 1901 to September, 1901.

Instrument man for the same firm on surveys for proposed hydroelectric projects in Kings County—September, 1901 to June, 1903.

Chainman and instrument man under A. B. Dodd, Resident Engineer and George Dillman (deceased), Chief Engineer, on surveys for the Western Pacific Railway in Nevada and California—June, 1903 to June, 1904.

In charge of approximately sixty miles of transmission line; ditch, tunnel and flume construction for the North Mountain Power Company, in Trinity County, under J. B. Rogers, Chief Engineer—June, 1904 to January, 1905.

RESIDENT ENGINEER in charge of construction of the Ocean Shore Railway Company, California—January, 1905, to August, 1909.

It was in August, 1909, that Mr. McAfee cast his lot with the City Engineer's office in San Francisco. A history of his engineering accomplishments in that department, to date, follows:

Assistant Engineer under City Engineer Marsdon Manson, in charge of construction of cisterns (High Pressure Fire System), storm and sanitary sewers; Mission Viaduct —1909 to 1912.

Assistant Engineer under City Engineer M. M. O'Shaughnessy, in charge of construction of the Fort Mason Pumping Station (High Pressure Fire System); Stockton Street Tunnel and Twin Peaks Tunnel—1912 to 1917.

Construction Engineer, Hetch Hetchy Water Supply, under City Engineer M. M. O'Shaughnessy, in charge of construction of ditch, flume and Power House (4500 h.p.); Lake Eleanor Dam and excavation for the O'Shaughnessy Dam foundations, Tuolumne County—1917 to 1921.

Construction Engineer, Hetch Hetchy Water Supply, in charge of Mountain and Foothill Divisions, consisting of thirty-six miles of tunnel; Priest and Moccasin Dams; Moccasin Power House and Penstocks—1921 to 1930.

Appointed Chief Assistant City Engineer Hetch Hetchy project, March 3, 1930.

Accomplishments such as those enumerated demand continuity of thought and action, determination and force, for those qualifications must, of necessity, be among the essentials in the engineer who is a leader on the road to success.

Mr. McAfee is happily married and the father of three delightful children. His recreation is found in motion pictures.

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HETCH HETCHY WATER SERVICE PROJECT

By M. M. O'Shaughnessy

City Engineer

M. M. O'SHAUGHNESSY, *City Engineer*

THE Hetch Hetchy project is being built by San Francisco to furnish two fundamental utilities. The first and most important is an adequate water supply. The second, hydro-electric power, a by-product of the water supply, generated by the fall of the water in its transit from the mountain reservoirs to the San Joaquin Valley, will produce a large revenue to aid in reducing taxes.

Few City Projects Larger

There are very few cities in the world that have constructed larger projects. This will supply water enough for a future population of at least five million people. At the present time there are less than one and one-quarter million people on the two sides of San Francisco Bay. Moccasin Power Plant, the first major plant completed, delivers nearly three-fourths of the power now used for all purposes in San Francisco.

Why was it necessary for the municipality to supplant the private corporation supplying water to the city? That company owned the peninsular reservoirs in San Mateo County and the transbay supply from watersheds in Santa Clara and Alameda counties, a total watershed of 62,000 acres. The city, comprising 27,000 acres of land, reached the limit of its demand on the capacity of the peninsular lakes in 1888. The transbay sources were then added and are now furnishing two-thirds of the total supply. Investigations proved that it was wiser for San Francisco as a city to create all further additions to the water supply which must be made. Because of the magnitude of the undertaking and because it is the accepted policy for all progressive cities of this size to be free from private control of a water supply, it became the duty of the city government to underwrite the project.

A few years prior to 1908 investigations of possible municipal sources were started. Fourteen supplies throughout central and northern California were studied by engineers. They reported Hetch Hetchy to be the best in quality, power possibilities, and least expensive to construct and operate. Because the proposed reservoirs were in the Yosemite National Park, permission for the construction had to be granted by the Federal Government. This limited permission was first given San Francisco by Secretary of the Interior Garfield, after eight years of waiting, in 1908. Two years later, in 1910, the people, by a twenty to one vote, authorized $45,000,000 in bonds to build the system.

Opposition Crops Up

Then the trouble began. Opposition cropped out from four sources: by the private Spring Valley Water Company, the Turlock-Modesto Irrigation Districts, power promoters, and sentimental nature lovers. It required four years to satisfy the Federal Government in Washington that there were more reasons to justify San Francisco's application than objections presented by opposing forces.

Settled by Congress

It was finally settled by Act of Congress in 1913 granting rights to San Francisco to build dams and use water from this watershed of 420,000 acres in the northern part of Yosemite National Park. There were many points in the Act limiting San Francisco's rights and making certain demands: (1) Most important was the agreement that the farmers on the Tuolumne River would be assured the same amount of water for irrigation that they hitherto had been using; (2) San Francisco must build hydro-electric power plants early in the construction program; (3) San Francisco is now paying $20,000 and must ultimately pay the Government $30,000 tolls annually as rental for use of lands belonging to the Government of the United States.

Actual construction work began in July, 1914, the same year and time that the Great War started. The policy adopted was to build that part first which would bring a quick return on the investment. That means the 100,000 h.p. Moccasin Power Plant which

Four of the men whose brains and toil have made Hetch Hetchy a reality. Left to right: L. A. McAtee, A. J. Wehner, L. T. McAfee and H. E. Meyer.

has been producing power since 1925. The present need for water in San Francisco may be met by the resources of the Alameda Creek properties for a period of three years. However, as the bay crossing pipes were inadequate to carry the additional water from Alameda County, San Francisco built the Bay Division portion of the Hetch Hetchy aqueduct, twenty-two miles long, costing $6,000,000 (completed in May, 1926), and uses it to carry additional water from the Alameda Creek system. Note that the two ends of the project are completed (1) to bring an income from power from the mountain end while the remainder is being built, and (2) to avoid local water shortage in San Francisco resulting from inadequate Spring Valley water pipes across the bay.

Water for San Francisco

Since 1858 water has been supplied to San Francisco by the Spring Valley Water Company. In 1922 the city secured an option to purchase all the company's properties, including over 62,000 acres, also all dams, pipes, reservoirs and services, during a period expiring in 1933, for $37,000,000 plus any capital extensions made to the system. This purchase was approved by a popular vote of over four to one on May 1, 1928, with over 100,000 votes cast. The city of San Francisco assumed possession of Spring Valley on March 3, 1930, for a consideration of approximately $40,000,000.

Now to give you a general idea of the Hetch Hetchy project:

There are now two main storage reservoirs completed, Hetch Hetchy Lake with 67 billion gallons, 3700 feet above the sea, and Lake Eleanor, four miles northwest from Hetch Hetchy, with 8 billion gallons, 4660 feet above the sea, draining a distinctly separate watershed. The outlet from Eleanor is Cherry River, tributary to the Tuolumne River, with which it unites at a point about 13 miles below Hetch Hetchy. At Early Intake, on the Tuolumne River, 2326 feet elevation, 12 miles below O'Shaughnessy Dam, we have made the entrance to our 10 ft. 3 in. diameter tunnel aqueduct.

Twenty-Mile Tunnel

This tunnel, twenty miles long, with a fall of 8 feet per mile, carries 470 million gallons of water daily. From Priest Reservoir, at the end of this first tunnel, this water drops 1316 feet vertically, through four penstock pipes to Moccasin Power House at 926 feet elevation, to rotate eight giant water wheels and produce 1 1-3 million kilowatt-hours of energy each day. Below the power house the water is again caught by a dam, the sixth on the system, to continue its way in a 16-mile tunnel through the foothills, with inlet elevation 888 feet, to the eastern edge of the San Joaquin Valley, about three miles southeast of Knights Ferry.

Line Crosses Valley

It crosses that valley for 47 miles in a steel pipe, to Tesla Portal, seven miles south of Tracy, through the hills in Alameda County by 29 miles of

BEAUTIFUL HETCH HETCHY LAKE

This splendid body of water was created by the erection of the O'Shaughnessy Dam and although man-made is not surpassed in beauty and surroundings. A wonder spot in California.

tunnel, terminating at Irvington, across San Francisco Bay by submarine pipe and bridge at Dumbarton Strait, and then by pipe and tunnel into Crystal Springs Reservoir just outside the city, delivering water at 290 feet above the sea. Thus you have all gravity flow from two reservoirs in the high Sierra through tunnels, power house and pipe line into the lakes in San Mateo County now used for storage of San Francisco water. The whole length is 167 miles from Hetch Hetchy, 12 miles Tuolumne River bed, 85 miles tunnels (everlasting, and maintaining the purity of the water), and 70 miles of pressure pipes.

Dam Forms Reservoir

Hetch Hetchy Reservoir is formed by the O'Shaughnessy Dam and the Tuolumne River. The valley originally had a flat, sandy floor, the river winding across it, and contained scattered groups of trees which were removed. It was at one time occupied by a huge glacier which carried large boulders and deposited them in the neck where the dam is now built. The falls on the left are called Tueeulala, and those on the right Wapama. The tall cliff between them is El Capitan Jr. The high peak on the south side is Kolana Rock. One can see how the shape of the valley makes it an ideal reservoir: (1) Because the bottom is flat, and (2) because the walls are steep and inaccessible for travelers. The greatest width is two-thirds of a mile, this main part being 1½ miles long, and the total length 7 miles (very narrow above Kolana Rock). Future addition to the height of the dam will make this lake 310 feet deep. The present reservoir when full is 225 feet deep and holds as much water as San Francisco uses in four years, and this can all be caught here each flood season in two weeks.

Largest of Six Dams

O'Shaughnessy Dam is the largest of the six dams now completed, with 398,000 cubic yards of concrete. It is called a gravity-arch type. It is one of the six largest dams in the world. Gravity pull on the great mass and width of the base is enough to resist all push by water on the upstream side. The quantity of concrete used would be sufficient to build a concrete highway of usual dimensions from Hetch Hetchy to San Francisco—170 miles. It required 3½ years to build, and cost nearly $7,000,000. Excavation for a firm foundation extended a maximum of 118 feet through boulders and gravel below streambed.

Jamestown, Calif., May 13, 1930.

Mr. M. M. O'Shaughnessy,
Chief Engineer,
City and County of San Francisco,
City Hall, San Francisco.

Dear Sir:

We have just been apprised of the intention of the San Francisco Municipal Record to feature an appreciation of the wonderful part taken by Lloyd Tevis McAfee in the development of the Hetch Hetchy Water Supply Project, and as a representative of the Sierra Railway Company I cannot refrain from adding my word to the testimony of others.

Intimately as we were connected with this magnificent project we feel that we too have a right to voice our appreciation for the able, efficient and faithful work of all those connected with the Hetch Hetchy Water Supply Project and to say very frankly that Mr. McAfee stands out as one of the first magnitude among these captains under your direction.

I personally am exceedingly gratified that Mr. McAfee has been rewarded by this well deserved promotion and wish him every success in his new position.

Very truly yours,

W. H. Newell,
Chief Engineer and Ass't General Manager.

Only One Dam Higher

There are 227 feet above streambed total height of 345 feet. Only one dam in this country is higher—Arrowrock Dam, Idaho, 10 feet more in total height. Here is a point to note: This foundation is now built and extended 80 feet down stream below the toe of the dam to carry the ultimate dam, which will be 85 feet taller and hold 348,000 acre-feet or 113 billion gallons of water. The two ends are thinner than the center section. When water demands of the city require more storage capacity here, those ends will be thickened to equal the center and 85 feet of height added to the crest. That will add 70 per cent to the lake capacity.

It is interesting to note what was done to by-pass the stream while building the dam. A tunnel 1000 feet long was driven in the rock on the south side of the channel. It is 23 feet wide by 25 feet in height—once and one-half the size of Twin Peaks Tunnel—and remains with three valves in it as the lowest outlet through the dam.

There are nine other outlets through the dam; six are five-foot conduits containing balanced valves in the thick center section. They are used to discharge water from the lake through the dry season as it is needed for the city. There are five expansion joints fitted with copper plate water stops to obviate temperature stresses, in the length of the dam.

The dam at Lake Eleanor will also be built over 150 feet higher, of rock fill, when the proper time comes. Although all materials and supplies had to be hauled in trucks over difficult roads 12 miles across the mountains from Hetch Hetchy, the present structure was built by the city's engineers in the remarkably short time of nine months. It is 1200 feet long by 70 feet high, with 20 concrete arches, and cost about $300,000.

So much on storage reservoirs.

Aqueduct Maintains Purity

The aqueduct—the greatest expense on the project—will maintain the extraordinary purity of Hetch Hetchy water by carrying it inclosed by tunnels and pipe all the way—no open ditches. As it leaves the mountain reservoirs the water is satisfactory for automobile storage batteries.

Does any one want to guess how much it costs per linear foot to drive a tunnel through the solid granite? It has to be drilled by punching 40 drill holes into the granite every 10 feet of length and blasted, using $7 worth of powder to each lineal foot, to a 12-foot section, and then lined with six inches of concrete. The cost runs from $68 to $82 per foot. There are 85 miles of tunnels planned—not all as expensive, however.

Moccasin Power Plant

A word in regard to the big power plant now completed at Moccasin, 34 miles below Hetch Hetchy. Priest Dam, 145 feet high, was built to make a regulating reservoir of one billion gallons capacity. The power house contains four generators driven by eight 12 ft. 4 in. water wheels, of 100,000 h.p. total capacity. To get water to these wheels two 9-foot pipes branch successively into four 5½-foot pipes and finally into eight 3-foot pipes of heavy welded steel. Since August 21, 1925, this plant has produced electric energy worth $2,300,000 wholesale each year. Power sales passed the $10,000,000 mark in March, 1930.

Have you ever thought of the great amount of preliminary work and expense on a project like this?

Transportation—A 68-mile standard gauge railroad was built and equipped at a cost of $3,000,000. Also wagon roads—many miles of them. A sawmill, built by the city, furnished millions of feet of lumber used for tunnel work, railroad and buildings. A construction power plant using water from Lake Eleanor and Cherry River supplied all electric energy needed in the mountain work for air compressors, lights, fans, etc. Surplus energy from this plant has been sold through a power company, bringing a total income to date of over $500,000.

By the end of 1929 all units of the work had been completed except the Coast Range tunnel and the San Joaquin Valley pipe line. It is expected that these will be completed in 1932.

Coast Range Tunnel

The Coast Range tunnel is 28.6 miles long. It extends from Tesla Portal, 7 miles south of Tracy, to Irvington Portal, near the town of Irvington. At present (March, 1930) 1200 men are employed in this construction and ten miles of tunnel have been driven. Five shafts, two of them over 800 feet deep, were sunk to facilitate the work and tunneling is carried on in both directions from the bottom of each shaft, and from four portals, or from 14 working faces in all.

Construction of the San Joaquin pipe line will be begun when the tunnel work is a little further advanced, so that these two units may be completed simultaneously.

Comparison With Los Angeles

Compared to the Los Angeles water supply, the Hetch Hetchy water project will deliver 470 million gallons daily to their 275 million gallons daily, and more electric power. It has twice the mileage of tunnel, no open canal, more permanent dams, and more capacity. The water at Hetch Hetchy Lake is seven times the present storage of Los Angeles. Since the Los Angeles system was built labor cost jumped from $2.50 to $4.50 per day; powder jumped 300 per cent; interest on bonds from 4½ per cent to 5½ per cent. Los Angeles is now proposing to spend $250,000,000 more to bring additional water from the Colorado River and $40,000,000 for further development around Mono Lake.

The Hetch Hetchy work has been financed from four bond issues: $600,000 in 1909, $45,000,000 in 1910, $10,000,000 in 1924, and $24,000,000 in 1928—a total of $79,600,000.

The project has been characterized by especially careful plans and by first-class engineering construction.

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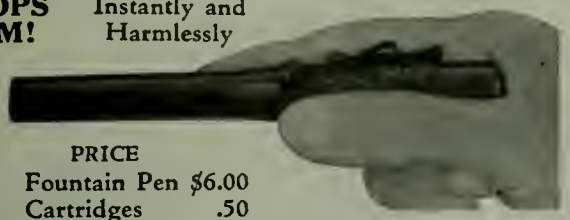

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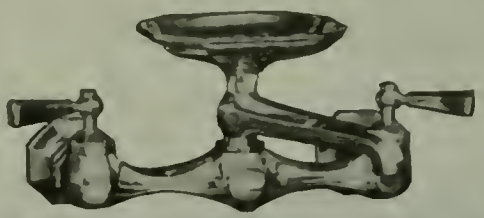

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Inaugurating New Service of Air Ferries, Ltd., Between San Francisco and Vallejo

Upper picture, left to right: Joseph J. Tynan, Jr., President, Air Ferries, Ltd.; Mayor James Rolph, Jr., of San Frnncisco; James Rolph, III Director, Air Ferries, Ltd.; Mayor Fred Heegler of Vallejo, and Rear Admiral G. W. Laws, Commandant of Mare Island. Lower picture: First amphibian airplane of Air Ferries, Ltd., to arrive in Vallejo from San Francisco.

WITH a big civic celebration at Vallejo in which Mayor James Rolph Jr. and other San Francisco officials took part, the newest service of Air Ferries, Ltd., was put into operation March 26.

The first scheduled flight between Vallejo and San Francisco carried Mayor Rolph and Mayor Fred Heegler of Vallejo as passengers. It brought the north bay district within fifteen minutes of the Ferry Building, or as close as the San Francisco City Hall. In the same plane were Joseph J. Tynan Jr., persident of Air Ferries, Ltd., and James Rolph III, a director of the company, who have been responsible for the introduction of San Francisco Bay's newest and fastest transportation system.

Air Ferries, Ltd., started operation of a fleet of amphibian planes between San Francisco and Oakland on February 1, 1930. By March 30, one day short of two months of operation, 20,000 passengers had been carried across the bay, almost as many as were carried in the same period last year on all of the air transport lines of the United States combined.

Service to Be Extended

Air Ferries, Ltd., now has four planes, and as fast as additional planes are delivered, service will be extended to Sacramento, Stockton, Sausalito, Richmond, Alameda and San Rafael. Terminal sites in most of these cities already have been secured.

The company was organized by a group of San Francisco bay district leaders who saw the necessity for a practical, rapid means of transportation between the many prosperous communities around San Francisco Bay. They saw that while traveling time from San Francisco to Los Angeles, 400 miles apart, shrank to three hours by air two years ago, it still took nearly two hours to reach Vallejo, only 22 miles distant.

This was due, of course, to the comparatively long distances of the airports from the centers of the cities. To travel to an airport and take a plane to Vallejo would take as long as the ordinary method of travel.

Air Ferries have overcome this handicap by turning the waters of San

Francisco Bay into natural landing fields. The San Francisco terminal at Pier 5 is adjacent to the Ferry Building, and the Oakland and Vallejo terminals are as conveniently located for the use of air travelers.

The directorate of Air Ferries, Ltd., is headed by J. J. Tynan Jr., as president, and on the board are James Rolph III, Marshal Hale, Harry S. Scott, Harrison Robinson, Courtney L. Moore, Ted Huggins and Vern Gorst.

Civic, business and social leaders turned out for the ceremonies attending the opening of both the Oakland and Vallejo services. Mayor Rolph assisted Mrs. Joseph J. Tynan Jr. in christening the Stanford, first of the Air Ferries fleet. Mrs. Joseph J. Tynan Sr. christened the California, Mrs. John Dunbar, daughter of James Dyer, vice-president of the Southern Pacific Company, christened the St. Mary's, and Mrs. James Rolph III christened the Santa Clara.

Mayor Rolph, in opening the Vallejo service, told a group of 200 Vallejo and north bay leaders that the new air ferry service was a further step in cementing the bond of friendship between San Francisco and neighboring cities.

Impressions of the Chamber of Commerce Good Will Tour

By FRED SUHR

Supervisor

FRED SUHR

The Good Will Tour of the Chamber of Commerce of San Francisco throughout the Orient and the Antipodes on the S. S. *Malolo* was replete with generous hospitality, hopeful candidness, and abundant information. The benefits that will derive from such a tour can hardly be measured by the rule of thumb—rather the effects of it will be of a quiet, steady and prosperous growth of business relations which will redound to commodity retailers on both sides of the Pacific and in Australia.

The people of the Orient are desirous of doing business with America. They have a fine generous feeling toward America. Wherever the *Malolo* docked—at Shanghai, at Hongkong, at Freemantle, at Sidney—the officials of the tour and the numerous commercial bodies represented were received with open manifestations of joy and were given assurances that all that was necessary for the continuation of commerce and trade among these countries and its further development to full fruition was the adjustment particularly of the methods of doing business. This last, I say, struck me as the most important question involved in commercial relations with the Orient.

I believe it was Colonel James Smith who said, "Do not rush the Orient; go along with it." And this categorical imperative contains the principle of successful trade with the people on the other side of the earth. Their culture is positively opposed to rush and hustle. Their mode of life in the tropical climate requires quiet, steady movement. Their instinctive self-respect forbids much of that outward show of anxiety and interest which seems to be one of the dominant requirements of all American business men. Hence, if commercial relations with the teeming millions of the Orient and the Antipodes are to be developed America must do business with them after the manner and style they demand.

This, I think, is a prime essential. Thus the buyer on the other side of the Pacific is not placed in a position of being forced to take something that he does not want, that he does not require, but he is placed in the position, as it were, of giving to America first choice. Any one familiar with the Orient knows that the centuries old suavity and ease and cultural development are not thus shaken, nor is it shown to the buyer that his method and mode of life are not as they should be, or that their way of business falls short of the more progressive methods of the Occident. This will make for real success in the Oriental trade.

Second to method of doing business, I would say that successful commercial relations can be made worthwhile through faster ships running on regular schedules. All through the Orient are the signs of the pioneers

who blazed the trail of commerce. California's canned goods are in evidence; California oil is lighting the Orient; the roads are being tied together with our asphalt, and the automobiles of America are making necessary such roads. Given a change in our way of doing business, placing larger and faster ships on the lanes across the Pacific, and exhibiting goods that are intrinsically of high quality, will very shortly evidence the effect of the Good Will Tour of the *Malolo*.

I have never spent, in my whole life, three weeks of such splendid enjoyment, excellent information, and well-needed rest. There was humor, of course, intermingled with the serious business of advertising California to the other half of the world. There were sights that have been sketched by more facile pens than mine; but I must tell of the longest bar in the world in Shanghai, the unique and heavy grades of the Peak Railroad at Hongkong, which takes one to the top of that rocky fortress; of the granite quays and docks at the beautiful harbor of Sydney, and the fantastic Christmas tree celebration at Freemantle.

There is no hurry in those countries—men *live* there, not merely exist. and withal, there are billions of dollars of business done each year in those ports and the marts which open so longingly, as it were, to the western coast of these United States.

Nor should I overlook the scenic features that are second to none in the world—the snowcapped cone of Fujiyama thrusting its crystal-line shape into the bluest of skies. Then there is the scenic trip from Nagasaki to Tokyo, and the marvelous industry represented in the complete building of this latter city, with broad thoroughfares after the manner of our western cities. The industry was phenomenal.

Office Employees' Association Protests Civil Service Commission Recommendations

By William T. Bonsor

EITHER a square deal or defeat is the slogan of Office Employees' Association No. 13188, A. F. of L., in relation to the "Recommendations of the Civil Service Commission to the Board of Supervisors Regarding Standardization of Salaries." These recommendations provide for a step so far backward for the clerical and semi-clerical workers of the city that even the future would hold no possible hope or incentive for these employees. With one stroke this report would wipe out the wage advances gained through years and years of effort and completely break the morale of the men and women engaged in this class of work for our city government. This report is a ruthless and heartless wrecking machine designed to stifle ambition, stamp out efficiency, darken the future of present city employees and set up starvation salaries for future employees.

Vote Divided

The recommendations of the Civil Service Commission were not unanimous. Commissioner William P. McCabe voted against the set-up for the clerical workers and was recorded as favoring a salary range of $160 to $200 a month for B216 clerk. This carries with it approval of the union wage rates of our association for the various clerical and semi-clerical classes. It must give our membership a considerable degree of satisfaction to learn that Commissioner McCabe, a student of economics and a prominent figure in the labor movement for the past thirty years, agrees with our proposals after studying thoroughly the evidence thereon submitted by our association.

It is indeed fortunate that Angelo Rossi, chairman of the Finance Committee of the Board of Supervisors, occupies the position he does at this time, as he sponsored and introduced in the Board of Supervisors the charter amendment providing for classification and standardization of salaries in 1924. At that time and during consideration of the amendment by the board, and since Mr. Rossi has repeatedly and emphatically stated that he did not propose the measure for the purpose of reducing salaries.

Establish Equal Pay

He has declared that he sought to establish equal pay for equal service in departments, and similar work in one and all departments should pay equal salaries. His purpose was to establish a fair and orderly system of wage fixing and eliminate oportunities for those who might be able to secure salary advances for themselves to the exclusion of those who were performing the same duties, but who might be less fortunate by not having the so-called "pull" of the more fortunate ones. His expressed ideas for a basis for such wage standardization was upon that being paid city employees. Compensations paid outside the city government were never considered by the Supervisor in connection with enactment of this amendment.

Rossi Will Not Accept

It is, therefore, to be expected that Supervisor Rossi will not accept the recommendations of the majority of the Civil Service Commission, and it is reasonable to assume that he will favor the rates advocated by this association.

The Bureau of Governmental Research has been desperately striving to reduce wages for city employees, and particularly the clerical and semi-clerical workers. The bureau has been given an unfair advantage throughout while classification and standardization has been under consideration. Advice of the bureau has been sought and given continuously on this question, and the bureau has had access to every phase of consideration to the exclusion of those most vitally interested, the employees. This situation has existed in spite of the fact that it is a public secret that the mission of the bureau, in this instance, is to reduce wages. We are informed of the riot call sent out by the bureau for help. The Chamber of Commerce, improvement clubs, etc., have been frantically called to the assistance of the bureau to assist in the plan of reducing wages.

Resorts to Propaganda

It seems that propaganda must be restored to in order to attempt to make the Supervisors believe that there is a public demand for the scheme of the bureau to reduce wages. It is hoped that these organizations will stand for a square deal in the matter of wages and not be hoodwinked into assisting in carrying the bureau's banner of going backward in this regard.

A considerable number of protests by employees of the many departments, including the Water Depart-

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ment, for changes in classification are in the hands of the Civil Service Commission and have not been reported out with the report. We understand that the commission will, as soon as time permits, give each and every protest thorough investigation and consideration. It is a fact that the commission has had neither the time nor the number of employees with which to deal properly with classification protests while considering standardization along with its regular activities.

Our association will issue a pamphlet within the next few days dealing with standardization in much greater detail. In the meantime we feel that the Board of Supervisors will deal with this important question in a fair maner. After all, the Board of Supervisors is the salary-setting power and can amend this report from the commission to suit the board. Representatives of the employees stand ready to coöperate with the Supervisors for the purpose of assisting the employees in securing a square deal.

Veteran City Officer Dies

Thousands Mourn Thomas F. Boyle

THE death of Thomas F. Boyle, City Auditor, Saturday night, May 3, was a shock to all. Mr. Boyle died of pneumonia at the age of 72. His death brought to a close a career which began as a newsboy and included 22 years as city auditor.

He spent many years in the newspaper field, following his first promotion to be a subscription clerk on the old Morning Call.

He became circulation manager and the business manager of the Call, finally going to the Bulletin as business manager when Fremont Older transferred to that corner.

A difference of affiliation in politics between himseld and Older caused him to leave the Bulletin. Older atacked Mayor Eugene Schmitz. Mr. Boyle supported him.

Appointed Commissioner

Shortly thereafter Mr. Boyle was appointed election commissioner, then to the school board.

According to Supervisor Alfred Roncovieri, who was superintendent of schools when Mr. Boyle was president of the board following the fire, the former newspaperman was responsible in greater degree than any other man for the rehabilitation of the school system.

He became auditor in 1908.

Throughout the years Mr. Boyle never lost touch with newspaper workers. For 40 years he was a member of the Press Club. The evening before he was stricken he dropped in there for a round of dominoes.

Many Friendships Told

He was, his friends pointed out, a man with an unusual gift of establishing a personal and friendly touch in connection with all his activities and relationships.

Many remember him for some small favor which he might easily have avoided. Perhaps it was a matter of slashing red tape. Others remember him for innumerable charities about which he said nothing.

He is survived by Nina, Thomas C. and Marion Jean Boyle. His wife, Mrs. Jessie Boyle, died some time ago.

EFFICIENCY PLEDGED BY NEW CITY AUDITOR

"The City Auditor's office will be administered in an efficient, business-like manner."

This was the pledge made by Benning Wentworth, appointed by Mayor Rolph Jr. to succeed the late Thomas F. Boyle.

Wentworth's first day in his new post was occupied chiefly by receiving congratulatory messages over the telephone and visits by fellow employees in the City Hall.

Among the first and most ardent well-wishers was Dan Leary, who retired from the Auditor's department last year after more than forty years' service to the city.

The new Auditor is a native San Franciscan, born south of Market. He attended the Valencia Grammar School and graduated from the old High School of Commerce.

His first job was with the H. M. Newhall Insurance Agency and from there he joined the Auditor's force under Asa Wells.

The staff of the MUNICIPAL RECORD congratulates Mr. Wentworth on his appointment and wishes him every success.

TECHNICAL ENGINEERS' UNION

By J. L. SLATER, JR.

Adami tried his best to make a photographer out of O'Dowd one rainy day, but did not make much headway. Pat said he would rather watch 'em pouring concrete or laying pipe than fussing around with chemicals.

* * *

Sutton has finished the work of locating the monument lines for Bay Shore Boulevard and is tackling the lines for Portola Drive and Roosevelt Way.

* * *

On the afternoon of March 23 one of our younger members, Roger McCarthy, passed away. He had been off work since last June when he was ordered to stay in bed owing to a lingering illness. A few days previous to his death his wife reported that he was improving nicely. Complications set in, however, which necessitated an operation from which he did not recover. Roger was very popular with all those who came in contact with him and his passing is keenly felt by his numerous friends and co-workers.

* * *

Just eight days after the death of Brother McCarthy, Edmund Burke, our treasurer, and an engineer under Jim Owens, died after an illness of several months. Ed was very well liked and had been an employee of the city for more than twenty years. Our deep sympathy is extended to his widow, who survives.

* * *

Surveyor Schlotzhauer, who was retired a little over a year ago, occasionally drops into the office to shake hands with all his friends. John looks quite hale and hearty despite his seventy-odd years.

* * *

Sunday, April 6, was the fiftieth anniversary of Brother Aradou's leaning over the drafting board. This must be a record for the books.

* * *

At our last meeting Frank Keville was elected treasurer, taking the office left vacant by the death of Ed Burke. Carl Markle was elected guide, vice Andy Olsen, and Rod Surryhne was elected trustee, vice Frank Keville. All three were elected unanimously.

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SAMUEL WILSON SMITH

The death, recently, of Samuel Wilson Smith, president of the United Materials Company, was a severe blow to many in San Francisco's official family, who knew and liked him. Mr. Smith was born in Rockville, Ind., in 1863 and was a pioneer San Francisco business man, having been a resident of this locality for more than twenty-five years.

Besides being president of the United Materials Company he was also head of the Richmond Pressed Brick Company and Potters, Inc. He was a member of the Builders' Exchange, Past Master Charter Oak Lodge, F. and A. M., and founder of the same.

Mr. T. G. C. Johnson succeeds Mr. Smith as president of the company, while our old friend, former Supervisor E. E. Ellison, will have entire charge of sales for the above organizations.

Teacher Replacement Policy of Supt. of Schools

By Joseph Marr Gwinn
Superintendent of Schools

IT IS the policy of the office of the Superintendent of Schools to recommend for placement the teachers best qualified for the work. The chief considerations are educational preparation, successful experience where experience is required, and personality.

Applicants resident in San Francisco are given preference if they offer qualifications equal or nearly equal to those applying from outside San Francisco.

Since teachers are state employees and schools are state institutions, it would not be a sound educational policy for a city system to become so provincial that only home-grown products would be considered.

In order to incorporate into our system the best educational thought of the nation it is desirable to bring in occasionally outstanding graduates from the leading universities of the country who are familiar with the educational procedures of other leading school systems. Otherwise a system becomes inbred and cannot hope to remain in the vanguard of leading educational systems. To what extent this policy has been carried out during the present administration can be determined from the following figures taken from the records of the office of the Superintendent of Schools, Department of Personnel. These figures cover the last two years' appointments, January 1, 1928, to January 1, 1930, and are representative of placements made for a number of years previous.

Elementary school placements, 177, distributed as follows:

Resident in San Francisco, 111; resident in California, outside San Francisco, 60; resident outside state, 6.

These elementary placements are determined by competitive examinations, a system which has existed for many years in San Francisco. No restriction as to the place of residence has ever been made of these applicants. It has been a rare occurrence, however, that an applicant comes from any other than California State Teachers' Colleges, of which there are seven.

Junior high, senior high, and special school placements, 174, distributed as follows:

Resident in San Francisco, 80; resident in California outside San Francisco, 84; resident outside of state, 10.

Placements in the junior and senior high schools have been selected predominantly from graduates of the University of California and Stanford.

To cover a longer period, the following may be found of interest. From January, 1924, to January, 1930, there were 1133 placements in the system, distributed as follows:

Sixty-three kindergarten, with three chosen from outside the state; 509 elementary, with nine chosen from outside the state; 561 secondary and special, with thirty-five chosen from outside the state.

It must be remembered that practically no men, resident of San Francisco, ever apply for positions in our school system, other than for shop work; they are not to be had.

Heads of departments, supervisors, directors, vice-principals, principals, deputy superintendents, etc., are invariably chosen from within the department as a matter of promotion to the most worthy. Every encouragement is given to members in the department to qualify for positions of greater responsibility.

Winfield Scott School

Another addition to San Francisco's educational system, the new Winfield Scott School, was dedicated on Sunday, April 6, at 2 p. m., with appropriate ceermonies which were presided over by Mrs. Ernest J. Mott, vice-president of the Board of Education.

The school, a two-story reinforced concrete structure with stucco exterior and terra cotta trim, is located on Divisadero Street, between North Point and Beach streets. It now houses 520 pupils and the classes range from kindergarten to the sixth grade. The building and grounds represent an investment of $275,330.95. The building replaces a frame structure erected in 1910 at a cost of $42,-206.43.

The principal guest speaker for the occasion was Supervisor Sylvester Andriano, who is an old resident of the section served by the school. Other speakers were John Hannan, president of the Marina District Improvement Club; George O. Mattson, president of the Marina Home Owners' Protective Association; Mrs. A. Lusinchi, president of the Winfield Scott Parent-Teachers' Association, and Dr. J. M. Gwinn, Superintendent of Schools.

Brief History of San Francisco Hospital

SITUATED on gently sloping ground in the region of the city known as the warm belt of the Mission stands the San Francisco Hospital. The buildings are designed on the ensemble plan, the Italian Renaissance style of architecture prevailing, with the main walls in rich colored brick with terra cotta trimmings.

Original Built in '72

In reviewing the events which culminated in the building of the present hospital, we find that the original San Francisco Hospital was built in 1872, being a three-story wooden structure occupying the site of the present hospital. As the needs arose, increased additions were made, until an area of over one square city block was covered. After the great fire of 1906, the hospital which had been used for the care of the sufferers of the bubonic plague was condemned as unsanitary and later was burned. The functioning unit of the hospital was then accommodated in the newly constructed Relief Home. The necessity for a new hospital was now urgent, so by means of a two-million-dollar bond issue, voted for in June, 1906, and with the aid of subsequent donations, making a total of three and one-half million dollars, the present location of the hospital was purchased, and construction of the new edifice was commenced the same year.

1915 Witnessed Completion

The year 1915 witnessed the completion of the hospital as it stands today. It covers an area of two square city blocks. The main hospital is constructed in such a manner that each of the four wings of the building have a direct connection with each other, and with a main administration office by means of a spacious corridor. Each ward can accommodate thirty-two patients and is individually equipped with a treatment room, linen room, diet kitchen with dining room attached, and a large solarium. This main hospital has a capacity for six hundred patients.

Located at the north end of the hospital is the receiving building, which serves the manifold purpose of receiving patients entering the hospital; for use as an emergency hospital; for treatment of minor cases. Pre-natal and Post-natal work is also carried on in this department.

On the second floor of the admission building the surgery is located. It is accessible to the surgical wards, and also all cases from the five outlying emergency hospitals are easily conveyed here.

At the south end of the hospital is the Nurses' Home. This home is a three-story brick structure with every modern convenience to make home life of the student nurses comfortable. The grounds surrounding are attractive with lawns and gardens.

In considering the complementary buildings of the hospital the tuberculosis department is the largest. It has a capacity of three hundred and fifty patients. Outdoor sleeping porches form a part of each ward. During the past year a children's tuberculosis department has been added, where the children have plenty of fresh air and sunlight, arranged for by means of large sun porches. The grounds about this building are beautiful with its gardens and lawns. A special department of instructional therapy is carried on whereby the patients who are able are kept occupied with pleasing, interesting work.

In the Isolation Department communicable diseases of every nature are treated. This unit functions individually so as to allow no cross infection to the other part of the hospital. Students training here have unusual opportunities for clinical study, and through the ambulance service to study home conditions, as well as the hospital aspect.

City Mourns Wm. T. Montgomery

Death of Chief Housing Inspector Shocks Friends

THE sudden death of William T. Montgomery, Chief Housing Inspector for the Board of Health, came as a terrible shock to his relatives and his legion of friends. He died at 6:20 p. m. on April 15 of cerebral hemorrhage, resulting from high blood pressure. He seemed in the best of health the day before his death.

Mr. Montgomery is survived by his widow, Louise Packard Montgomery; his sister, Mrs. Margaret Torpen, and his brother, Charles G. Montgomery. He was 44 years of age, a native of San Francisco, and for the last seven years had been prominent in the work of the Public Health Department.

Prior to that Mr. Montgomery was in business with his father, the late Charles Montgomery, a well-known pioneer hotel man of this city, and founder of the California Prison Commission. Mr. Montgomery, as well as his father before him, devoted much of his time to active Christian work among various organizations throughout the city. He was a man of sterling character.

The staff of the MUNICIPAL RECORD mourn with all of the people who knew and loved him the passing of Mr. Montgomery, loyal citizen and true son of his beloved city.

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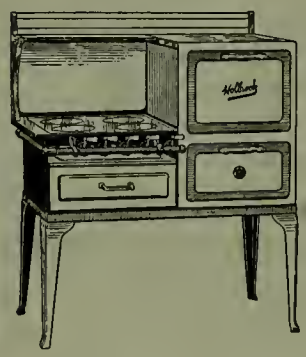

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Departmental Operations of the San Francisco Hospital

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The question of the mother's personal hygiene is discussed with her and she receives advice as to her mode of living. One important duty during the pre-natal visit is the establishing of friendly relations between the patient and the Nursing Staff.

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to the various City Health Centers, with the privilege of helping at the Well Baby Clinics. One morning a week is given to the Pre-natal Clinic, where an average of sixty patients are cared for.

The two weeks following the field work are spent assisting the graduate nurses in charge of the home deliveries. This part of the course is full of surprises for one who has not seen the home delivery of a clinic patient. The delivery bag contains what appears to be an inexhaustible supply of everything that can possibly be needed at the time, and the deliveries are conducted in a most interesting way. Miss Elsie Chandler and Miss Mary Peebles, who are carrying on this branch, deserve much praise for their splendid work.

After the home delivery work comes a month of visiting nursing—caring for the mothers and babies for eight days post-natal. At the time of this writing two of our students have had the benefit of this work. They feel, and justly so, that this part is really their work, and they have helped work out a bag technic and home care that is efficient and most satisfactory. By their efforts they have made a splendid contribution to the service.

Perhaps one of the greatest satisfactions of the work is the human interest side. Young though our service is, we could tell many interesting stories about "our families."

There is little 13-year-old blue-eyed Mary, a junior in high school, who is staying home to keep house for a family of six while her mother is in bed. We never made a visit that little Mary did not have a freshly laundered baby outfit airing for us in the tiny ray of sunshine that sifts into their basement apartment. Mary thinks she would like to be a nurse when she finishes high school.

Then Tony, not quite 5, who always met us at the corner and thrust out a not overly clean fist to catch a hand and lead us with quite an air of possession past his companions to his home. The new baby is the thirteenth member of Tony's family. Most of the children gather about the table while the baby's bath is going on, their big dark brown eyes watching with interest the progress of the bath. We strongly suspect that if a strange nurse were to go there and institute another method of bathing the baby she would receive some corrections from the group.

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Cystoscopic examinations can be carried out both on "D" and "O" wards. Here the general routine work is done. Special work requiring the use of such apparatus as the Roentgen ray, surgical diathermy, etc., is done in "Surgery," where a well equipped cystoscopic room is situated.

Nurses who have had experience in the care of urological patients are always in demand and this training school is especially fortunate in offering to the students an opportunity for training in this field. Care of this type of patient requires a knowledge of special appliances seldom used in other departments of surgery. On "D" ward one can always find this apparatus in actual use. Time spent on these services familiarizes the student with the routine required in the general and special examinations.

"D" ward is presided over by Mrs. Susan Dudley. The pupil nurse, as well as the house and surgical staff, is especially fortunate in having so loyal and efficient a supervisor.

ISOLATION

The Isolation Hospital is one of the activities of the Department of Public Health. Its purpose is the care of the sick and the protection of public health through the control of communicable disease. Much has been done in the way of lessening the increase of communicable diseases and mitigating the suffering they cause. This branch of nursing calls for special technical skill.

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leged in receiving bedside instruction in the care of communicable diseases. Comparatively few hospitals are able to include this branch of nursing in their standard curriculum, and require students who desire to prepare for this type of service to fit themselves by taking post-graduate work.

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The dietitians supervise the student nurses in their practice in cooking, salad making, formulas and planning the diet menus for all diseases. They give classroom instruction in cookery, nutrition and diet in disease.

The dieticians also have charge of the planning of the menus for the patients and the employees, as well as the supervision of the dining rooms.

All meals, with exception of Isolation Hospital, are prepared by the cooks in the main kitchen. This is a large task, for sometimes there are over 1000 patients—our daily average being 901.

HOSPITAL SCHOOL OF NURSING

The San Francisco Hospital School of Nursing was organized August 1, 1891, at the old City and County Hospital, under the leadership of Miss Ida M. Forsyth and Elsie K. Mohl, graduates of Blockley Training School, Philadelphia General Hospital. These two heroic women and their students received the opposition anyone beginning a new project usually receives, but they bravely defeated this and soon took charge of the nursing in all the wards.

In the following years there were many changes in superintendents, each one upbuilding the school toward success. There were also many changes in the building which the school occupied, beginning in the old hospital, removed temporarily to the infirmary of the Relief Home, which was destroyed by fire; then to the abandoned stables of the Ingleside race track, back again to the infirmary at the Relief Home, and finally in 1915 to its new home in its present location.

The school is an integral part of the hospital, which makes possible exceptional advantages for the education of nurses. Special advantages are available for nurses interested in advanced and post-graduate courses.

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EDITORIAL PAGE

The Making of An Ideal Candidate For Governor

By Charles Jacobs

THE administration of an important public office is a trying job.

The head of a great corporation has frequently only his board of directors as his critics, but the Mayor of a great city has literally hundreds of thousands of critics watching his every move.

Figuratively speaking every time the Mayor tilts an eyebrow, draws in his breath or fastens his suspenders the action causes a ripple of comment in the citizenry of the city.

Powerful figures in the electorate, still more powerful organizations, legislative and executive institutions are affected by the Mayor's position or official action on every issue that comes up for decision. The Mayor is counselled, cautioned, warned, advised, threatened, appealed to, instructed, ordered and forbidden times without number during his administration. He is reached directly through his waiting room, through the legislative counsel chambers, through the phone, behind telegraph poles and over the transom of his office. His is a job that demands rare qualities of judgment, a consideration of every want of his fellow man, a sense of infinite fairness, an intuition that prevents the slightest wounding of the feelings of those with whom he comes in contact.

The test of a good public official is when he can be re-elected to office. His re-election stamps him as a qualified public official who has demonstrated his worth and satisfied his constituency. Few public officials, however, can "make the grade" for a second term. Fewer indeed for a third term.

Mayor James Rolph Jr. has been elected Mayor of San Francisco, not once or twice, but five successive terms!

A record like that means that he has no bosses; that he is everybody's Mayor, that he has administered his office with a degree of fairness and wisdom that stamps him as an eminently qualified candidate for an even higher office than that which he holds. To preside over a great metropolis like San Francisco for nearly twenty years stamps Rolph as the ideal candidate for Governor.

The affairs of a large city are akin to the affairs of a state. The institutions of administration—executive, legislative and judicial—are the same. There are the same problems of employment, of commerce, of health, of public works, of education, of laws that there are in the state.

Mayor Rolph has come from a crucible rare indeed in the annals of city government. He has brought the city through the perils of the post-earthquake period in such manner that has made it the Wall Street of the West, a metropolis of prosperity.

Mayor Rolph can do for the State of California what he has done for the city of San Francisco.

With no bosses, the tool of no one faction or combination of factions, intimately acquainted with every section of the State of California, he has unquestionably qualified himself now for the office of Governor of California—the one ideal candidate!

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SAN FRANCISCO CALIFORNIA

MAYOR ROLPH

THE STORY OF A BUSY EXECUTIVE

By CHARLES JACOBS

The Life of Mayor James Rolph, Jr., for the past twenty years is a history of the growth of San Francisco

THE growth of San Francisco in the past twenty years and the career of Mayor James Rolph, Jr., in the same period of time form such close chronological paths, so intimately intertwined, that the mention of the one simultaneously recalls the other.

Mayor Rolph was born in San Francisco August 23, 1869, the son of James Rolph, a pioneer resident of the city. His boyhood was spent at 3416 21st Street, in the Mission, where he atttended the Pioneer Horace Mann School at Valencia and 22nd, later attending the Agassig and Haight Primary Schools and the Trinity School on Mission Street, near 11th.

Graduating from Trinity School May 24, 1888, he began a twelve-year career in the employ of DeWitt Kittle & Company, commission merchants. Afterward he went into business with George Hind, an old schoolmate, organizing a shipping and commission firm. On June 26, 1900, he married Miss Annie M. Reid, daughter of John Reid, long established merchant of San Francisco, establishing himself at his present home at the corner of San Jose Avenue and 25th Street. Three children were born to the couple, James Rolph III, Mrs. Georgina Willits and Mrs. Annette Symnes.

Early in his business career his ability and enthusiasm brought him recognition as a leader in commercial and civic betterment. He was chairman of the Mission Relief Society after the fire of 1906, president of the Mission Savings Bank, vice-president of the Islais Creek Inland Harbor Association. His growing popularity in the city finally turned the eyes of the entire population on him and in 1911 he was nominated and elected Mayor of San Francisco. In each election since then that popularity has grown until it has exceeded city limits and embraces the whole State of California.

During his eighteen years continuous mayoralty administration he carried out vast projects, completing the Geary Street Railway, extending the Municipal Railway System, constructing tun-

San Francisco Has Beautiful School Buildings

San Franciscans are proud of their excellent schools and the outstanding excellence of its school buildings. During Mayor Rolph's administration every assistance and co-operation has been extended to the School Department by the chief executive

Entrance Tower of the Alamo School. J. R. Miller and T. L. Pflueger, Architects

nels, building more school houses and playgrounds, paving streets, building San Francisco's magnificent Civic Center and new City Hall; acquiring the Hetch Hetchy Water supply and became known far and wide as San Francisco's "Exposition Mayor" because of his promotion of the bond issue which made the historic Panama Pacific Exposition with its millions of dollars worth of exhibits an actual reality.

In more recent years he has acquired for the City and County of San Francisco the Spring Valley Water System and the bond election is now pending whereby the city will actually own its own electric light system and Hetch Hetchy water sufficient for a population of 10,000,000. When the Hetch Hetchy permit was revoked he headed the delegation that went to Washington, and secured from Congress a new permit more liberal in its provisions than the one originally granted. It was the sheer personality

and the force of his argument that won this concession from Congress.

Intensely patriotic, Rolph invested practically his entire fortune in shipyards at Eureka, suffering the loss of more than a million dollars when the government abandoned the building of wooden ships. During the Liberty Bond drives he "bought till it hurt," sacrificing thousands of dollars by selling these bonds at a discount to meet financial obligations.

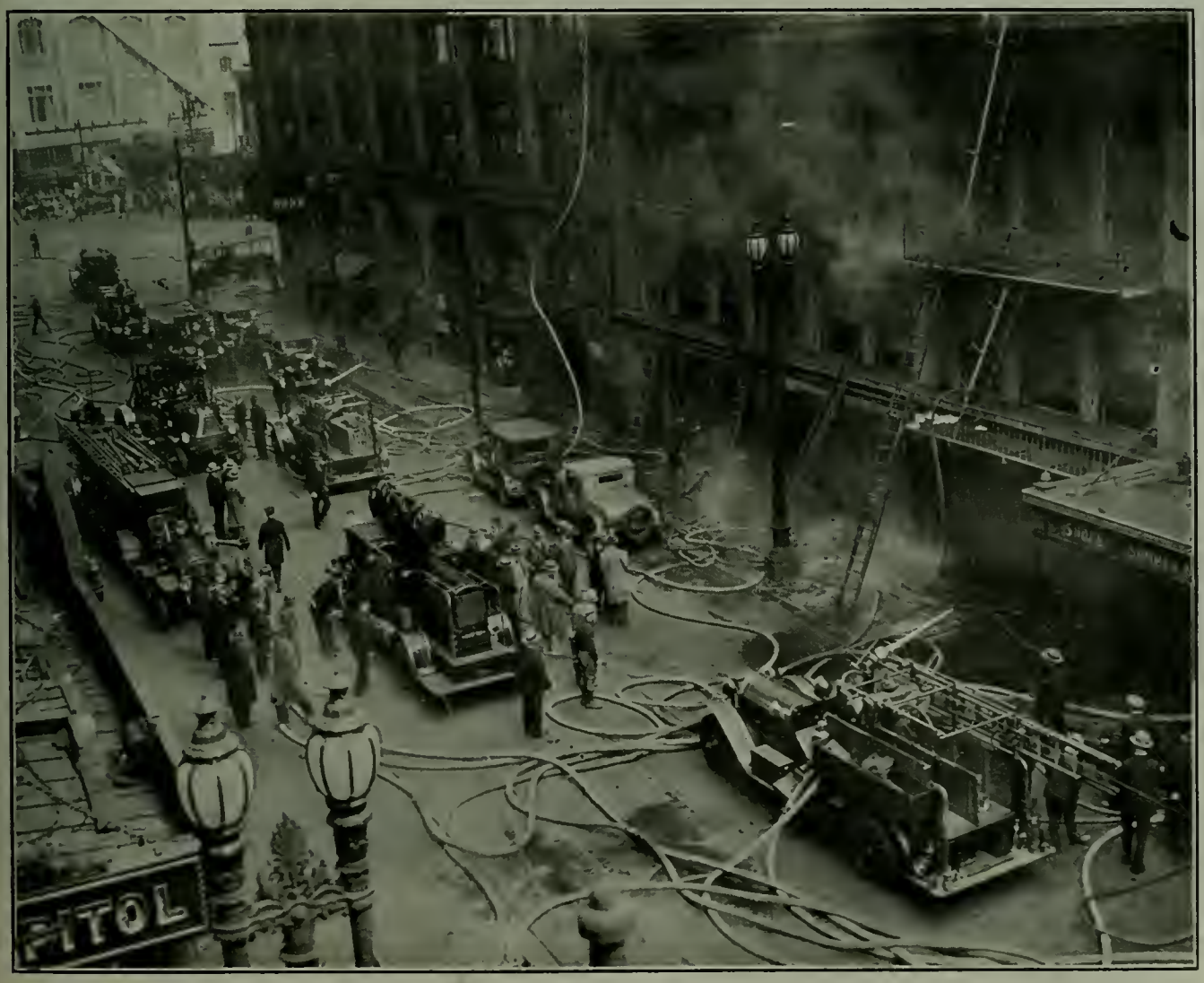
Always a friend of the service man, he bid farewell to San Francisco's own regiment, the 363rd, at Camp Lewis when it entrained for New York and at the end of the war he was first at the dock to welcome all those who returned from the hell of war. He is honorary president of the 363rd and honorary vice-president of California's famous 91st Division.

In addition to his close connection with service men's organizations among whom he has veritably thousands of personal friends, he is a member of the Olympic, Bohemian, Pacific Union, Union League and Family Clubs, Native Sons of the Golden West, Redmen, Elks, Moose, Eagles, Masons, Shriners and other fraternal organizations. He has served three terms as president of the Shipowners' Association of the Pacific Coast, three terms as trustee of the Chamber of Commerce, three years as president of the Merchants' Exchange, and as director of the Panama-Pacific International Exposition.

Rolph's remarkable career can only be accounted for by his worth and executive ability. He is a veritable human dynamo of energy, recognized now throughout the State as the finest of gubernatorial timber.

San Francisco Fire Department Leads

The Fire Department of the City of San Francisco is second to none. Able commissioners and expert fire fighters have attained a rank for the department that provides a goal for others to attain. Mayor James Rolph, Jr. can take great pride in the standing of this important function of municipal activities



San Francisco Fire Department in action. Scene at the height of the Sommer & Kaufmann fire.

BERNAL CUT

By CLYDE E. HEALY

Assistant City Engineer

BERNAL CUT—SAN FRANCISCO'S $1,400,000 AID TO RAPID TRAFFIC

This splendid improvement, one of the most impressive in San Francisco, has been two years in reaching completion. It was started immediately after the people voted bonds for the above amount on June 14, 1927. M. M. O'Shaughnessy is City Engineer, Clyde E. Healy, Assistant Engineer in charge of general city engineering.

A MAJOR ACHIEVEMENT

Rolph's Administration has been remarkable for the tremendous municipal projects accomplished or now under way. Bernal Cut is typical of the great accomplishments of the administration

BERNAL cut, officially named by the Board of Supervisors as Bernal Avenue, opened for traffic on April 15, with completion of contract No. 1.

This splendid improvement, one of the most impressive in San Francisco, has been two years in reaching completion. It was started immediately after the people voted bonds of $1,400,000 on June 14, 1927.

Clubs Advocate Construction

Since 1914 the improvement clubs of the Mission district, the South of Army district, and the Excelsior district had advocated the construction of a vehicular roadway through that portion of the right of way of the Southern Pacific Company in the Ocean View line, known as Bernal cut.

The northerly end of this project is located where Dolores Street meets San Jose Avenue at the intersection of Brook Street, just south of Thirtieth Street. The southerly end is where San Jose Avenue meets Monterey Boulevard.

4200 Feet in Length

The improvement is approximately 4200 feet in length, and of a total width of 117 feet 6 inches on the bottom, with slopes in the cut proper of 1¼ horizontal to 1 vertical. The bottom width is apportioned as follows:

An 8-foot sidewalk, a 42-foot vehicular roadway, a right of way for double tracks for the Municipal Railway, and

Typical improvements along Bernal Cut

BERNAL CUT

Views showing magnitude of construction operations

a similar right of way for a double track for the Southern Pacific Company, with retaining walls four feet high on each side of the bottom.

The Bernal cut project to date has cost $1,334,000, of which $774,000 was paid for the acquisition of property and for damages.

Contract No. 1 Items

Contract No. 1 embraced the following items: 245,000 cubic yards of cut and 100,000 cubic yards of fill; the reconstruction of Randall Street, between the Southern Pacific Company's right of way and Chenery Street; the construction of approximately 5300 lineal feet of masonry retaining wall at the toe of the slope in the cut; a complete drainage system; a concrete bridge between Richland Avenue and Miguel Street; a concrete bridge extending from the end of Highland Avenue to Arlington Street; the removal of the existing arch bridge, and the construction of a concrete girder bridge at Bosworth Street; a permanent asphalt pavement in the cut; all curbs in the cut; walks, coping and fences, and temporary coping, curbs, roadway, and sidewalks on the fill.

Moving and Placing the Rock

Moving and placing of the rock was not all the job, although it was the most impressive as to results, for the former narrow one-track cut, 30 to 40 feet wide, made by the original railroad that ran through the cut and started back in the sixties, has been widened to nearly a city block at the top, with the width of 117 feet at the bottom.

The outstanding feature of the Bernal cut project was construction of the Bosworth Street bridge. Here the new highway, which is fairly on a level, passes over the grade of the intersecting street, and the Bosworth Street structure had to be made heavy and strong enough to carry a tremendous load of earth, a double-track steam railroad, two lines of street car track, a 42-foot highway and an 8-foot sidewalk.

The Bosworth Street bridge is one of the greatest concrete girder bridges in the West. It contains 693,000 pounds of steel and 6400 cubic yards of concrete, exclusive of the piling. To obtain a solid foundation it was necessary to drive approximately 400 concrete piles of about thirty-five feet in length, making a total of 14,000 feet of concrete piling. The bridge cost $181,828.

Completion Relieved Congestion

The completion of Bernal cut has relieved the congestion on the steep grades of the already overloaded College Hill on Mission Street by diverting heavy freight over its level grades, and has provided a new and continuous highway into San Mateo County by connecting the Mission district to the southerly portion of San Jose Avenue.

After the 1930-31 winter season, and when a complete settlement has been attained, a contract will be let for permanent paving, curbs, walks, coping, and wire fence on the fills—now temporarily paved—and concrete steps from the sidewalk on Bosworth Street to the sidewalk on Bernal Avenue. This work will cost approximately $20,000.

Table Shows Length

The following table shows the length, width and cost of the Bernal cut bridges:

Highland Avenue bridge—	
Length	205 feet
Width	40 fee
Cost	$36,28
Richland Avenue Bridge at Migue	
Street—	
Length	240 feet
Width	40 feet
Cost	$38,47
Bosworth Street bridge—	
Length	105 feet
Width	117.50 feet
Cost	$181,828

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A. APPLETON
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Edward A. Eames
ARCHITECT

W. H. CRIM, JR.
Architect
Room 202
488 PINE STREET

POPULAR CAMP MATHER

By VEDA BERESFORD YOUNG

Thousands of San Franciscans enjoy the pleasures of our municipal mountain camp

THE popularity of Camp Mather, the San Francisco Recreation Camp, has grown so tremendous that a very successful season is assured.

There is reason for this, since improvements made each year afford a truly ideal vacation. This year the dining room has been enlarged and an enormous open fireplace constructed on one side. The kitchen facilities have been increased, cabins have been improved and camp has been enlarged to take care of over two hundred and seventy-five people at one time. A beautiful platform built in a pagoda effect now graces the edge of the big lake which is the famous mecca for all swimmers at camp. The clearing of trails, removal of the old trestle, and the planting of trees has transformed the lake area beyond description. The improvements are so marked that one must see for himself to appreciate the changes. Even with all this year's improvements and the increased capacity of camp, the quiet and restful atmosphere has not been disturbed one iota.

Camp Mather opened on Sunday, June 15, with a record group spending their vacation in this beautiful country. Many wishing to register for the first part of July have been disappointed because the quota was filled. However, at this time there is still ample room for vacationists in the latter part of July and the month of August.

The splendid personnel at camp is another reason for its popularity. Norman Center, the camp manager, has built up a noteworthy reputation and is again in charge of the camp this season. Rose McGreevy, the assistant camp manager and hostess, is again handling the evening campfire programs with great success and is helping everyone to enjoy himself to the limit. The staff in the kitchen, headed by Edward Atkinson, the cook, and David Sytsma, the baker, with their worthy assistants, are preparing the most tasty food for the biggest appetites ever created. The boys super-

THE Public Defender's office was created in October, 1921, during the incumbency and through the co-operation of Hon. Jas. Rolph, Jr., our Mayor.

The office has been held continuously by the incumbent, Frank J. Egan

FRANK J. EGAN

vising the dining room tasks and taking charge of the guide and swimming activities continue to make themselves very well liked.

Situated on High Sierra

The San Francisco Municipal Mountain Camp is situated on the high Sierra at Mather, Tuolumne County, at an elevation of 4500 feet where Nature has provided a wonderland of giant trees, crystal lakes and clear streams. Close at hand are the incense cedars, fir, spruce, virgin pines and the meadow lands carpeted with wild flowers whose sweet aroma helps to permeate the atmosphere.

Mather is but nine miles from the famous O'Shaughnessy Dam which provides energy for power which makes possible a well-lighted camp, electrical refrigeration and kitchen equipment. The Big Oak Flat Road leading to Lake Tenaya, Tuolumne Meadows, and the Tioga Pass is but eight miles away.

A Road of Adventure

A road of adventure and romance is traveled in order to reach this beautiful mountain camp. No doubt you will enjoy following in the footsteps of the pioneer through an enchanted land which Bret Harte made famous. Even today you may hear the tales of the gold rush and of exploration. The transportation route is by rail from San Francisco to Stockton and then by auto stage to Mather. En route from Stockton one travels through Oakdale, Yosemite Junction, Chinese Camp, Jacksonville, over Priest Grade, past Hangman's Tree and Tennessee's Cabin, Buck Meadows, Groveland and Carl Inn, which is seven miles from Mather.

San Franciscans Invited

The citizen of San Francisco and his family are invited to spend an ideal vacation in the beautiful surroundings offered at Mather. The camp is provided with well ventilated, comfortable cabins and wood-floored tents which are furnished with single cots, mattresses, pillows, chairs, wash basins, pitchers and mirrors. It is necessary for excursionists to send their own linen and blankets. Meals are served cafeteria style in the large dining room, which is screened on three sides. Here the guests may enjoy an excellent and hearty meal prepared by an experienced staff catering to appetites whipped up by bracing mountain air.

At camp both hot and cold showers and tub bathing are provided, in addition to modern sanitary facilities including wash basins, trays and flush toilets.

There are innumerable opportunities for amusement offered at camp. Swimming is always appealing. The lake is ideal for good swimmers, while the new pool is excellent for the children and the less expert. Fishing in the nearby streams and lakes furnishes a source of great enjoyment and excitement. Those interested in horseback trips will find great pleasure in taking any one of the many outings provided either during the day or overnight. The rates are nominal, and the saddle horse concession is maintained at camp.

Hiking under experienced leadership is also afforded. Many interesting walks lead to such points as Chinese Gulch, Indian Rock, Smith's Peak or the "ring" tree. For the motorist, too, there are innumerable trips to be taken. The O'Shaughnessy Dam is but a few miles away. Yosemite Valley is thirty miles distant, while Early Intake, Lake Tenaya, Tuolumne Meadows and Tioga Pass never fail to interest the motorist and tourist.

The days are filled with special activities, games and sports, leaving the evening free for the impromptu

program of music, song and story around the camp fire. Occasionally, a social program or dance is planned in the large dining room used, when necessary, as a recreation hall.

The reasonable rate is still another factor in Camp Mather's popularity. The rates are $2 per day for adults, and $1.25 per day for children twelve through fourteen, and $1 for children two through eleven. Transportation rates are the same as last season, i. e., $15.65 round trip for adults by rail and stage, or stage direct. Persons having their own machine, however, may come in their car if they wish.

Opportunities for a most profitable, restful or diversified vacation are also excellent reasons for selecting Camp Mather for one's summer trip. The opportunities include swimming, hiking, horseback riding, baseball, basketball or volleyball games, campfire programs, nature study, reading or social activities in the evening.

This year, 1930, marks the seventh season for Camp Mather. The Playground Commission is eager to have every accommodation taken for the entire season, and therefore invites any one from San Francisco who has not been to Camp Mather to register and become acquainted with the enjoyable opportunities in this High Sierra country.

Bring New Industries to S. F. and Protect Those Already Here, Urges Pres. Cutler

Chamber's New Officers Tackle Job of Community Development

THE following officers were unanimously elected to lead the San Francisco Chamber of Commerce for the ensuing year by the new Board of Directors at their first meeting Thursday, June 19:

President, Leland W. Cutler; First Vice-President, L. O. Head; Second Vice-President, J. W. Mailliard, Jr.; Third Vice-President, B. R. Funsten; Treasurer, Albert E. Schwabacher; Secretary, Miss Marie A. Hogan.

Frederick H. Meyer nominated Mr. Cutler for president. J. W. Mailliard, Jr., nominated Mr. Head for first vice-president; Director Joseph S. Thompson nominated Mr. Mailliard for the second vice-presidency; L. H. Marks nominated B. R. Funsten as third vice-president; Arthur M. Brown, Jr., nominated Albert E. Schwabacher to succeed himself as treasurer, and Director Frank A. Somers renominated Miss Marie A. Hogan as secretary.

In a brief speech President Cutler said:

"We are all taking jobs as well as offices. Our first concern is to find out what San Francisco wants. What San Francisco wants, the Chamber of Commerce should want. We twenty-one should be able to find out what San Francisco wants and to do the job. Our biggest job is to bring new, important industries here and to protect those that are already here. If we can't, we ought to turn the job over to someone else who can."

Clay Miller, past president of the Chamber, who was chairman of the Nominating Committee that named the new Board of Directors, in addressing the Board after it had elected its officers said:

"You have selected a leader who will command a loyalty and a cohesion which will reflect itself back into the business of San Francisco. There is much work for the Chamber to do—much criticism to withstand and overcome.

"The nominating Committee did not choose lightly when it offered the names of this Board to the membership.

"We held at least seven meetings and we feel that the Chamber has as a result a truly representative group of San Francisco business men to make its policies and direct its affairs for the coming year."

Philip J. Fay, former Chamber president and member of the Senior Council, offered the congratulations of the Senior Council to the Nominating Committee on the results of its work. He tendered to the president and to the Board of Directors the support of the Senior Council. The presidency of the Chamber of Commerce of San Francisco is a position of serious responsibility in our city," said Fay. "You have chosen a man quite able to assume the burdens and problems of the office."

A. Emory Wishon, in a brief talk to the Board, said:

"We should be able to sense from this wide spread group of directors, what San Francisco wants and to bring it here each week for discussion and decisions in line with the best interests of San Francisco, the bay area and California."

President Cutler announced that committee appointments would be made at a later date.

Following the nominations and election of officers, the Board immediately went into a discussion of a number of problems before it. As a result President Cutler appointed Arthur M. Browne, Jr., and Joseph S. Thompson as members of the Citizen's Charter Revision Committee. A committee for Chamber coöperation in the State-wide Grape Control Sign-Up Campaign to organize the marketing of California grapes under the aegis of the Federal Farm Board was appointed with L. H. Marks, A. Emory Wishon and J. H. Threlkeld as the personnel.

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THE FUTURE OF MILLS FIELD

An Analysis

By CAPT. ROY N. FRANCIS, *Superintendent*

CAPT. ROY N. FRANCIS

THE history of mankind from the earliest times portrays an endeavor on the part of the human race to increase the speed of transportation. The advance of civilization appears to be in direct ratio to this increase in speed. Whenever, therefore, we find a sudden upward turn in the curve of man's advancement, there we will find a newer, swifter method of transportation supplementing or supplanting the older forms.

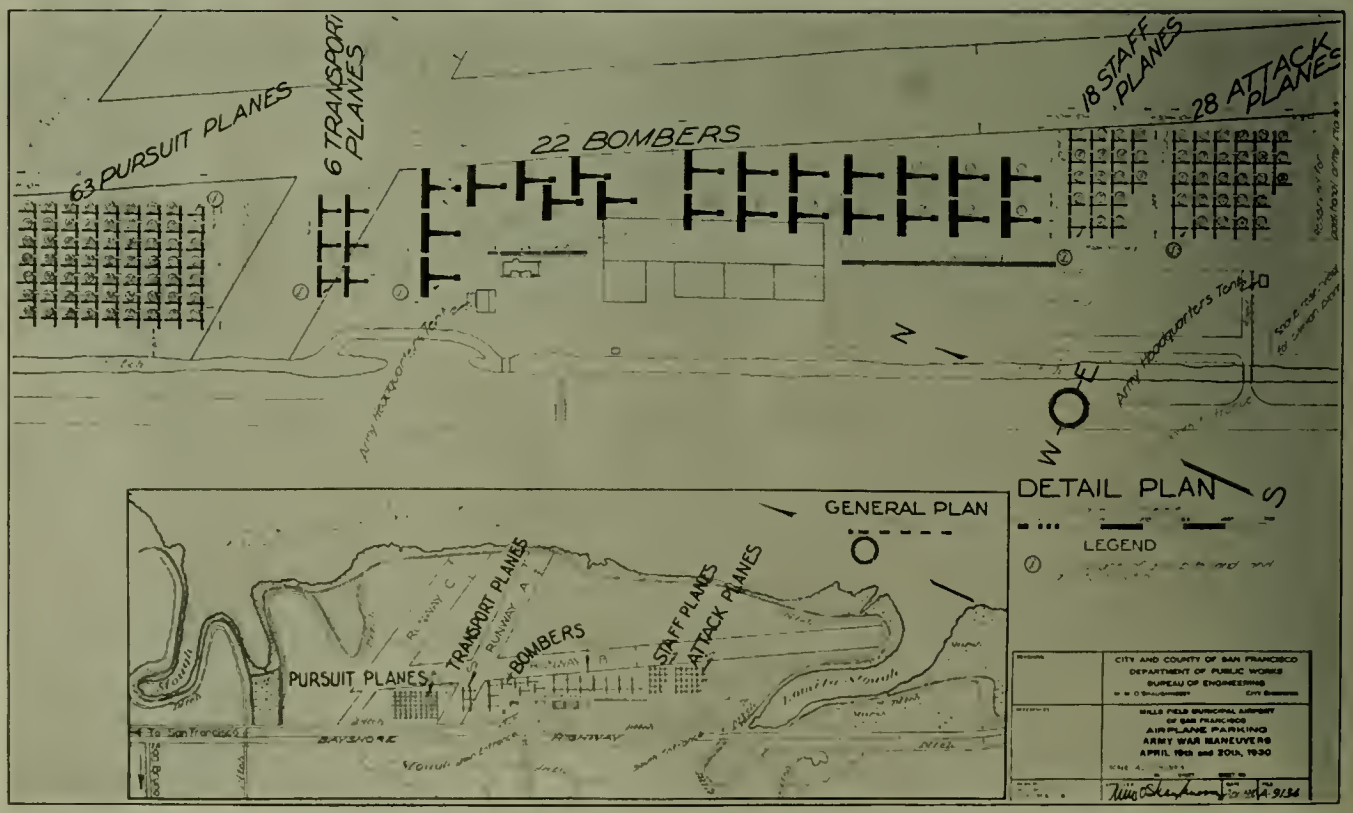
It would seem that when the race had developed the ultimate possibility in any method, human inventiveness has come to the rescue and some great improvement has once more enabled us to go forward with increased swiftness.

And so it is with the present age. Until comparatively recently it appeared as though man had reached the limit in speed. True, greater refinements in the motor car, the locomotive or the electric motor offered a slight increase, but it remained for the invention of the airplane to reveal a new realm of speed, one with apparently limitless possibilities. The motor car must have its highways, the locomotive its tracks and the operations of the steamship are confined to bodies of water.

With the airplane there seems to be but few if any limits. When we discuss the friction of the air itself, we find that already men of vision are planning to utilize the heavens above the strata of air, and in the cold, still, frictionless space to propel their rocket ships at marvelous rapidity, and no one questions the idea.

Increasing Airplane Speed

The engineers of the aviation profession are increasing the airplane speed approximately 25 per cent each year. What the ultimate may be no one knows. Today's prophecy



AIRPLANE PARKING, MILLS FIELD. ARMY AIR MANEUVERS, APRIL 19-20

TO THE CREDIT OF MAYOR JAMES ROLPH JR.

The prestige and high standing of the various boards and commissions of the City of San Francisco reflect great credit upon Mayor James Rolph, Jr. Typical of the personnel is Frank J. Klimm, chairman of the Board of Health and member for several terms. Mr. Klimm is representative of the type of men selected for important positions.

FRANK J. KLIMM
President, Board of Health

THE PROVISIONAL WING

MATHER FIELD,
CALIFORNIA

April 25,1930.

Mr. E.Jack Spaulding,
Supervisor, City of San Francisco,
San Francisco, California.

My dear Mr. Spaulding:

The visit to San Francisco by The Provisional Wing has resulted in most favorable comment on all sides, largely due to your efforts and the efforts of your associates in careful planning and wholehearted cooperation in making the myriad arrangements necessary to the visit of so large an organization. Our stay in California has been extremely pleasant due to the wonderful hospitality shown by the City of San Francisco and for which it is justly famous.

Again I thank you for your many kindnesses and the splendid arrangements afforded me and all the members of The Provisional Wing who had the pleasure of visiting San Francisco.

Sincerely yours.

W. E. Gillmore

W.E.Gillmore
Brigadier General, A.C.
Commanding

Congratulations on a job well done!

is the realization of tomorrow, and each new invention but leads to another. With these facts in mind, we may discuss the functions of the airplane in the province of transportation and apply cold logic to our analysis. Studying the present methods of land or sea transportation, we note great restrictions as previously pointed out. None of these prescribe the bounds of aviation. To this great branch of transportation, the three dimensions of space are open with equal facility, and air-line routes impossible with older methods are the normal routine of the air dispatcher. Aviation would appear to be the biggest thing in transportation of the future.

We must consider, therefore, that the airport has the same relation to a city as its harbor and its docks. San Francisco has greatly developed during the past fifty years or more because of its fortunate location on the greatest harbor of the world, and the fact that that harbor is the logical shipping point to and from a vast territory. What is true of its harbor is equally true of its airport.

Facilities Carefully Studied

Rail and steamship facilities are carefully studied and ample terminal space provided for necessary growth. These things are as a matter of fact because their obviousness are grasped by the lay mind. With our airport, the very newness of the science of aviation, prevents in many cases the realization of its future possibilities and the fact that we must plan now for that future. In other words the same foresightedness and optimism should be shown with our airport as has been and is demonstrated in connection with our harbor and docks.

San Francisco is fortunate in that we seem to have an ideal location, one that cannot be duplicated anywhere in the Bay region. Careful studies of meteorological conditions dictated the choice of Mills Field for our airport site and several years of operation have confirmed this choice.

Growth of San Francisco

The growth of San Francisco is towards the peninsula and every year will see the center of population move nearer the airport. Moreover room that was sadly needed for expansion has now been secured and ample facilities may be planned. We must not overlook also the great advantage of water facilities, afforded by the location of the airport on the bay shore. Through this fortunate circumstance San Francisco can create an airport second to none in accommodations, since air craft of every type and description, whether airplane or hydroplane can be readily dealt with.

The opening of the Bay Shore Highway and future improvements to this and other traffic arteries give quick and ample access to all points in San Francisco or surrounding territory. There are few if any cities of major importance that are so well served in this respect.

That we are rapidly getting air-minded as a people was clearly demonstrated during the recent army air maneuvers when a record-breaking multitude enjoyed the spectacle at Mills Field. Every Sunday the field is visited by thousands and the number is constantly increasing. A visit to Mills Field afford to the citizens of San Francisco a new form of amusement, one with ever changing interest and keen enjoyment. Those who have visited the field leave firm in the conviction of its future and with this growing sentiment behind our municipal airport, we may face its future with the greatest optimism.

CALIFORNIA MAYORS HONOR ROLPH

Mayors from more than fifty northern California cities gave Mayor James Rolph, Jr., a tremendous ovation and reception when he appeared as speaker at the regular meeting of the Mayors' Conference of Northern California at Santa Rosa last Saturday.

Introduced by Mayor C. H. Christensen of Palo Alto, president of the conference as the outstanding mayor of the United States, Mayor Rolph proved his popularity by the tremendous and continued applause that greeted him throughout his talk.

Taking as his subject the needs of California, he showed what concerted action on the part of municipal authorities can do to bring about the solution of the many problems that confront us. Roads must be built, water conservation put into effect, and a more general understanding of the pressing wants of the various cities and counties be understood. We should work for the entire state, he declared, since what affects one city or district affects the entire people of California.

At the conclusion of his remarks he was presented with a beautiful bouquet by the executives of Santa Rosa who, through City Attorney Wallace L. Ware, expressed their love and esteem for the chief executive of their neighboring city.

Official Publication for City and County of San Francisco
Endorsed by the California Society of Pioneers

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SAN FRANCISCO LEADS IN PLAY DAYS

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

CALIFORNIA is taking the lead in play days. This is to be expected because of the forthcoming Olympic Games in 1932.

The Playground Commission is encouraging the plan, and held the first Annual Girls' Play Day at Funston Playground June 7, 1930. Over five hundred children from the San Francisco playgrounds, dressed in middies and bloomers, and wearing arm bands symbolic of their own playground colors, were represented. The program included a parade with a uniformed band, and basketball, volleyball and outdoor baseball games. At noon an intermission period for luncheon was held. In addition to the competitive sports there were the circle and general games for the small children. The day's program was quite successful, and was the means of cementing a closer friendship and understanding between the playground children of this city.

TRACK AND FIELD MEET

The Annual Boys' Track and Field Meet held at Jackson Playground last month received the greatest entry of any previous meet, since over eleven hundred entered. Edison Playground won the meet, with Mission, Jackson

FUNSTON PLAYGROUND

San Francisco's playgrounds are ample and readily accessible. Thousands of children enjoy healthful exercise and recreation amid suitable surroundings. Views show girls' play day with basketball and volleyball games.

and Helen Wills Playground placing second, third and fourth, respectively.

TENNIS

The annual tennis tournament held under the Playground Commission's auspices has just been completed with the following results:

City Champions

Girls

Class 1—Eleanor Shaughnessy, of Ocean View Playground.

Class 2—Janet McCubbin, of Argonne Playground.

Class 3—Emelia Freedman, of Presidio Heights Playground.

Class 4—Eleanor Ressighini, of North Beach Playground.

Class 5—Agnes Vedmar, of Jackson Playground.

Boys

Class 1—Joseph Hunt, of Argonne Playground.

Class 2—Allen Mendelson, of Julius Kahn Playground.

Class 3—William Ashley, of Richmond Playground.

Class 4—William Grant, of Funston Playground.

Class 5—Elihu Shapiro, of Argonne Playground.

The tennis trophy will be awarded to Argonne Playground for receiving the greatest number of points for the tournament. From the splendid showing made by some of the winners, there is no question that several future state and national champions are being developed.

"LINDY" LEAGUE

The San Francisco *Examiner* is going to send a winner and an escort to the National Playground and Recreation Association Miniature Aircraft Tournament in Atlantic City in October, 1930. The local contests to determine the winner will be held as follows:

The indoor meet will take place in the State Armory, Fourteenth and Mission streets, on Saturday, August 23, and the outdoor meet at the stadium in Golden Gate Park, near Thirty-sixth Avenue and Fulton street, on Saturday, August 30.

NEW DEVELOPMENTS

The Rochembeau Playground, at Twenty-fourth and Twenty-fifth avenues, Lake and California streets, is being developed at present. A beautiful building designed by Gardner A. Dailey is being erected at this time. In the fall the playground will be completed.

A new building is being erected at the Portola Playground at Hamilton, Somerset and Silliman streets which will house community center activities, including dramatics, basketball and social events. The neighborhood is very pleased with the plans to expand the playground program in their district.

Three new school yards will be opened under supervision this summer in addition to those operated now. They are the Geary School, located at Geary and Cook streets; the Balboa High School, located at Onondaga Avenue and Cayuga Street, and the Winfield Scott School, at Divisadero, between Beach and North Point streets. This will materially help to relieve the danger of street play in the districts adjoining these schools.

START WORK ON MUNICIPAL LIGHTING SYSTEM

Actual work on the city's first municipally owned street lighting system on Hyde Street is progressing following a brief but impressive ceremony Wednesday, June 25.

When complete, the new lighting system will illuminate Hyde Street from Market to California, with 76 poles, lights each of 600 candle power, and 17 feet high.

C. M. Cook of P. Grassi Company, builders of the reinforced concrete standards, and Richard Flatland of the Globe Electric Company, which has the installation contract, aided in the celebration, helping to break the pavement with a compressed air drill for the first conduit.

San Francisco Water

THE citizens of San Francisco and their descendants will owe a vast debt of gratitude to the men whose vision, executive ability and engineering skill have made possible the accomplishments to date and the completion in the near future of the vast San Francisco water project.

Many names are on that roll of honor, names such as Ex-Mayor and U. S. Senator James D. Phelan, whose vision and clearsightedness led him to personally make the necessary filings on the Tuolumne River water shed and thus secure for the people of Greater San Francisco pure mountain water for the ages to come.

Mayor James Rolph Jr. has insisted at all times that this tremendous and important project be absolutely free from political influence, and as a consequence we find men of the type of M. M. O'Shaughnessy, Nelson A. Eckart, L. T. McAfee, C. R. Rankin, L. A. McAtee and many others giving their best to the service of San Francisco.

On March 3 the Spring Valley properties were formally taken over by the people of San Francisco and Nelson A. Eckart was placed in charge. The following report, covering the first quarter's operation of the properties by the city, shows clearly what a profitable business we have undertaken.

Already there is reason to feel that a reduction in rates may be anticipated and that in the not too distant future San Franciscans will be enjoying pure and abundant water at a rate comparing favorably with any municipality in the United States.

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES
May 31, 1930

Earnings—	This month	Increase over last month	Total since March 3
*Water sales—S. F.	$555,335.70‡	$ 5,100.67	$1,352,322.25
Water sales—Outside of San Francisco	29,713.66	9,781.27	56,507.64
†Rents from lands and buildings	1,825.24	567.73§	6,354.64
Interest on fund balances	1,013.70	612.98	1,603.42
Misc. non-oper. revenues	70.50	61.22§	202.22
Total earnings	$587,958.80‡	$14,865.97	$1,416,990.17
Expenses—			
Operating expenses	$110,114.07	$ 1,581.63	$ 315,792.31
Uncollectable water bills	487.18	356.89	617.47
Depreciation	5,000.00	.....	15,000.00
†Taxes	53,973.10	.....	157,574.34
†Hetch Hetchy Aqueduct rental	20,833.33	.....	60,763.89
†Misc. land rental	70.00	50.00	127.09
Bond interest	153,750.00	.....	451,000.00
†Amortization of debt expense	4,057.36	.....	12,172.08
Walnut Orchard expense	382.71	909.28§	2,996.27
Agric. Division expense	1,783.39	862.24	3,642.39
Total expenses	$350,451.14	$ 1,941.48	$1,019,685.84
Net income	$237,507.66‡	$12,924.49‡	$ 397,304.33
Appropriations for additions and betterments	$111,000.00	.....	$ 333,000.00
Bal. for profit and loss	$126,507.66	$12,924.49	$ 64,304.33

Construction Expenditures—	This month	Previously reported	Total since March 3
Budget authorizations	$111,000.00	$222,000.00	$ 333,000.00
Expenditures—			
Normal extensions	$ 21,718.18	$ 58,869.53	$ 80,587.71
Upper Alameda Tunnel	33,500.82	22,759.46	56,260.28
Sunset Wells	3,108.16	28,710.43	31,818.59
Pleasanton Wells	.....	19.88	19.88
General equipment	1,258.09	814.18	2,073.11
Total constr. expend.	$ 59,585.25	$111,173.48	$ 170,759.57
To be expended under authorizations	$ 51,414.75	$110,826.52	$ 162,240.43

Employees—	This month	Last month
Construction division	107	63
Operating divisions	463	455

*Does not include value of water furnished free to other departments of the city $ 21,102.40 $ 859.57 $ 59,565.11

†These items include amounts paid by Spring Valley Water Company, $230,612.40 less $4,865.42, net $225,746.98, and the Water Company was reimbursed through the purchase price; they actually are advances out of the bond fund for working capital and are so treated.

‡Includes adjustment for month of April, $3,117.17.

§Decrease.

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First Assistant City Engineer

Lloyd T. McAfee, recently appointed first assistant city engineer, in direct charge of Hetch Hetchy Project, joined the city's forces in 1909. Since that year he has been identified with hydraulic construction of various natures for the engineering department of San Francisco. His work is a record of achievement that will stand forever. The name McAfee and the term Hetch Hetchy are synonymous.

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Photo by Boye

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DAY & NIGHT

MONTHLY REPORT BUREAU OF ARCHITECTURE CONSTRUCTION OF PUBLIC BUILDINGS May, 1930

By CHAS. H. SAWYER
Acting City Architect

Aptos Junior High School: (Upland Drive, Aptos, Kenwood and Westwood Avenues).

Bids for the construction of this school have been called for.

Francisco Junior High School: (Francisco, Powell, Bay and Stockton Streets).

Structural steel has been completed on this job and forms are now being placed for fire-proofing.

George Washington High School: (Geary, Balboa Streets, Thirtieth and Thirty-second Avenues).

Architects are engaged on the preliminary plans for the above building.

James Lick Junior High School: (Twenty-fifth, Clipper, Noe and Castro Streets).

Architects are engaged on the final plans for the above project.

Park-Presidio Junior High School: (Twenty-ninth and Thirtieth Avenues, Geary and Clement Streets).

Blackboards and cork carpets are being installed. Painting is approximately completed. Yard work is now being done and all exterior plaster work is 90 per cent completed. Bids will be received for the installation of chairs on June 4. Plumbing, electrical and mechanical equipment is keeping pace with the general construction.

Polytechnic High School (Addition): (Frederick, Willard, Arguello Boulevard).

Work on the equipment of the stage is now under way.

Roosevelt Junior High School: (Arguello Boulevard and Geary Street).

Trim in this building is practically completed. Blackboard has been set. Painting is being completed and the building is now ready for the kitchen equipment. Bids were reecived for the installation of the chairs and the contracts awarded.

South Side (Balboa) High School: (Otsego, Oneida, Cayuga and Onondaga Avenues).

Third Unit: Bids for this building were received on May 7 and the contracts were let.

Civic Auditorium: (Civic Center).

Canopy and gridiron are practically completed. Electrical work is being pushed.

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Engine House No. 49: (West Side of Eighteenth Avenue between Quintara and Rivera Streets).

Bids for this building will be received on June 4.

Ward "F"—Relief Home: (Seventh Ave. and Dewey Boulevard).

Concrete has been completed and the building is now ready for exterior plastering and terra cotta.

Film Vault at the San Francisco Hospital: (Twenty-second Street and Potrero Avenue).

Exterior work on the film vault has been completed and interior work is now being installed.

Addition to the Roof Wards at the San Francisco Hospital: Architects are now engaged on the final plans for this project.

Excelsior Emergency Hospital and Health Center: (Alemany Boulevard and Ocean Avenue).

The land for this project has not been acquired and the final plans have not been drawn.

Health Center Building and Emergency Hospital: Architects are engaged on the preliminary plans for the above project.

Cancer Institute Building: This project is now in the hands of the architect awaiting the program of the Board of Health for the preparation of the preliminary plans.

Psychopathic Building: This project is now in the hands of the architect, awaiting the program of the Board of Health for the preparation of the preliminary plans.

Additions to the Relief Home: (Relief Home Tract).

The architects are engaged on the final plans for additions of wards "K" and "L" at the Relief Home.

Tuberculosis Preventorium: (Pulgas Tunnel, San Mateo County).

This project is now in the hands of the architect awaiting the program of the Board of Health for the preparation of the preliminary plans.

CHAS. H. SAWYER,
Acting City Architect.

TO REPRESENT NORTHERN CALIFORNIA

Mr. Henry Ingwersen, San Francisco Chief Deputy Auditor, will represent northern California at the National Swimming Championships Meet to be held at Long Beach July 3, 4, 5 and 6. Mr. Ingwersen, a swimming enthusiast since youth, has been the swimming commissioner of the Pacific Association of the A. A. U. for ten years.

One of Mr. Ingwersen's main purposes in attending the swimming championships at Long Beach is to use his influence to bring the Far West Swimming Championship Meet to Fleishacker Pool in San Francisco next September. If Mr. Ingwersen is successful it will afford San Franciscans an opportunity of seeing many nationally known swimmers, including the national champion, Helen Madison of Seattle, in action.

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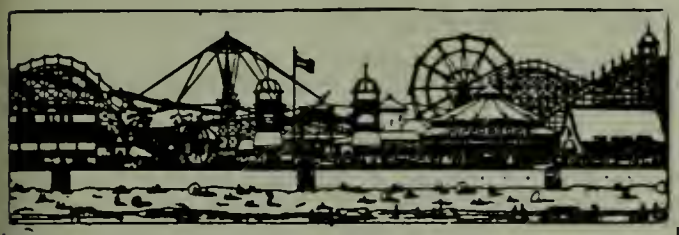

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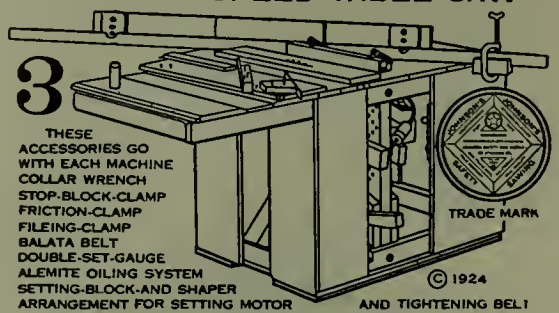

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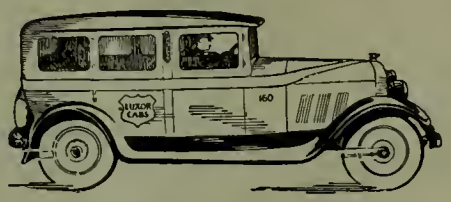
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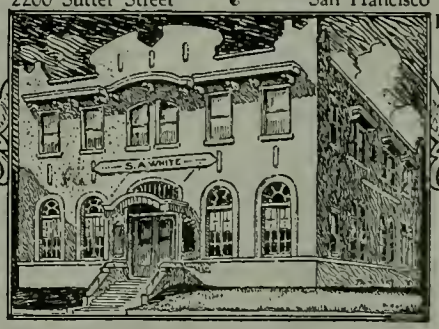

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More than two hundred persons were at the San Diego Airport recently to greet Mayor James Rolph, Jr., on his flying visit to the southern city.

MAYOR ROLPH OUTSTANDING CANDIDATE FOR GOVERNOR

THE task of choosing a new Governor for California should be one of the easiest which the state electorate has faced in many years.

One is struck with the all-embracing qualifications of Mayor James Rolph, Jr., of San Francisco.

Rolph unquestionably stands head and shoulders over the field of candidates, not because he has been mayor of a great city in California for nearly twenty years, which in itself makes him the outstanding figure in the Gubernatorial election, but principally because of his direct intimate knowledge of the needs and problems facing the people of California.

Perhaps no other candidate in the past several generations has entered the lists for the governorship so impregnably armed with facts about California, its farming, its commerce, its employments and its sectional needs as has Rolph.

There is no section of the state of California that Rolph has not visited many times, sometimes many times in a year, during the past twenty years. Not only have these contacts been made as an important public official but as a business man, as a farmer, as an employee and employer.

Himself the owner of a 4,000-acre ranch raising crops of grains and fruits, Rolph has taken a keen personal interest in farming and farmers. There is no section of California wherein agriculture is a chief activity that Rolph has not visited, carefully checking notes, quietly taking data for both personal and the public interest. He has been the guest at hundreds of county fairs, farmers' institutes and has spoken to thousands of agriculturists, ranchers, vineyardists and growers of every kind, individually and collectively.

Through his knowledge of the shipping business he has come in direct contact with every growing and producing industry in every

section of California, from the snow-flecked peaks of the north to the broad sunny valleys of the southland. His hand has been in every industry and his voice has been lifted countless times in the conferences of the state's industrial leaders.

His interests, personal and official, have taken him to factory and farm, north and south, east and west, to village and city all around the state.

In legislative experience he ranks second to none in California. To preside over the activities of a metropolis of the calibre of the city of San Francisco for nearly a decade, produces in itself a remarkable executive, familiar with every institution in city, town and state government.

Mayor Rolph is logically everybody's candidate in every part of California, beloved in the north as well as the south, encompassing within his vast circle of friends the great majority of those living within the boundary lines of the entire state of California.

"MUSIC IN THE AIR"

Playground Department Activities Encourage Juvenile Artists

By MARIE V. FOSTER

Supervisor of Music, San Francisco Playground Commission

RECOGNIZING the inherent love of music that exists in almost everyone, and seeking to furnish avenues of self-expression through music, the Playground Commission created this department the latter part of February, 1928. From no organization at all we have grown to include 25 definitely formed groups, meeting weekly under trained supervision. There were, during the year, 14,580 people taking part in some form of musical activity.

Recreation Through Music

Our aim has been to afford the best recreation through music and to provide activities for leisure time that are decidedly worthwhile. At the same time, we endeavor to raise the standards of self-expression by presenting the best music in the most attractive manner.

The instrument that is common to us all is, of course, the voice, and it is with that medium that our most extensive work has been done. Sixteen children's choruses have been formed and instruction has been given in singing under a director, with attention to details such as correct breathing, attack, enunciation, posture and other simple rules. All the time we have tried to use only worthwhile material and our music has not only been recreational, but educational as well.

Adult Glee Clubs

The adult glee clubs have, in most instances, been doing more advanced work. There has been one group of Italian boys who have met regularly, a quartet of Chinese sisters and three organized glee clubs of business girls. The supervisor has been able to arrange free vocal lessons for some of these groups and at least six members have availed themselves of this opportunity. The quartet of Chinese girls have become very much in demand and are now doing professional work.

One of the most popular forms of music activity is the toy symphony, or rhythm band. Our band is composed of two drums, one xylophone, eleven bells, eight triangles, three tamborines, three cymbals, four bird whistles, five sand blocks and a piano accompaniment. Charts are used which show the beat on which each instrument is to be played. In the winter time class attendance is fairly regular, and the children learn to play from memory. The music used is "El Capitan" by Sousa, "Le Secret" by Gautier, "Star-Spangled Banner," "Minuet" by Beethoven, and other such numbers. The children thus learn rhythm and at the same time learn good music.

During the Winter

During the winter five playgrounds had toy symphony as a part of their regular program, meeting once a week with an average attendance of twenty-five on each playground. The children attended class instruction regularly and were able to perfect several numbers to play at various entertainments. Some of these were the Food Show in the Civic Auditorium, a program at the Emporium Auditorium, a Laguna Honda Home program, numerous individual playground programs, and on the Playground Music Week program at the High School of Commerce Auditorium, a picked band of forty players gave three numbers most creditably.

Summer Program Varied

This summer the program has been varied by placing the toy symphony on five new playgrounds. The response has been splendid, and the average attendance has grown to thirty-five.

There are both boys and girls in the orchestra and the ages range from five years to twelve years. On one playground the attendance is so large that there are not instruments enough to go around, and the children take turns playing. Discipline never enters into the program, for everyone is having such a good time they have no time for anything else. Plans are being made for this coming year whereby more playgrounds may be accommodated, thus enabling us to have a picked band of at least one hundred pieces.

Harmonica Band Popular

Another popular group is the harmonica band. Our department has organized four of these during the year. In a recent city-wide harmonica contest two of our boys ranked among the first in a large group of contestants.

There has been one playground orchestra organized by the department. This group has not only played for their own informal parties, but played all the music at their May Fete this year.

The Supervisor of Music has worked closely with the Supervisor of Educational Dramatics, and together they have given two large city-wide productions, the Annual Fall Festival at the Civic Auditorium and the first Annual May Music Week program. Aside from this, the Music Department has furnished incidental numbers for many programs, given there operettas, and selected music for various dances and pageants.

Many new groups are in the process of organization for the new year and it is the aim of this department to reach as many as possible, and, as Dr. Eliot says, to give every child a "chance to the greatest joy in life—the art of music."

Toy symphony band in uniform on Father Crowley Playground

GEORGE J. STEIGER

LAWMAKER JURIST HUMANITARIAN

EDITOR'S NOTE: *This is the first of a series of articles on men that the* MUNICIPAL RECORD *believes are destined to rise higher.*

(Being the First of a Series of Articles on Distinguished San Franciscans)

WHEN San Francisco heard that Mayor Rolph was contemplating the appointment of George J. Steiger to become a municipal judge a little more than a year ago, leaders in the Bar Association were of the opinion that Judge Steiger would not accept the post, because of the extent of his practice and his already overburdened routine of welfare and civic work, but Judge Steiger surprised the citizenry by accepting the appointment and became by his quick, keen judgment one of San Francisco's outstanding jurists almost over night. His judgments were so quickly rendered and with so little relation to politics and with such frank disregard of political consequence that newspaper and political circles were amazed.

Sweep Aside All Technicalities

Holding fast to the dignity of the American court on one hand, Judge Steiger on the other hand swept aside all technicalities which might prevent a person from getting justice. The result was a speedy calendar in which delay did not prevent a man getting an immediate square deal. When the judge first took the bench, political advisers informed him that such fearlessness was fraught with political danger and that he might not be re-elected. But this did not deter the judge from his policy.

Judge Steiger is strongly opposed to the tremendously increasing volume of laws cluttering up the statute books. "Give us less laws and more liberty," Judge Steiger declares. "Let us have less talk, less political slogans, less grandstanding, less publicity and more hard work in public offices. Elective offices tend to draw the attention of the public servant away from his tasks to the gallery. No man can work well who is listening to the applause.

One General Fault in Office Holders

"If I were to select one general fault in office holders which injures the office holder and his constituents most, it is the growing evil of the 'grandstand play.' Let us have less bridge hearings and more bridges. If a conference has nothing but publicity value let us not hold up the project at hand by useless oratory. San Francisco has suffered desperately from this condition. We sometimes look at the millions of dollars of Federal appropriation which Los Angeles obtains with envy. Let us exchange this spirit of envy for one of progressive action.

"Citizens should be asking the Federal government for the new Federal Building in the Civic Center. Citizens should attack their representatives and stir them into action so that our harbor could get needed improvements. Let us have fewer congratulatory

(Continued on Page 204)

SOME NEW NOVELS

By Anne M. Farrell

In charge of Fiction Department, Public Library

IT IS an interesting fact that almost all literary arguments occur during the winter months. The publication of controversial books seems somehow to be timed by publicity-minded publishers so that the first ray of print falls upon them in the early autumn. Then the argument for and against them may wax and grow heated during October, be brought to a peak of battle in November, and as a last flash of fame be ready for the Christmas trade, when otherwise inoffensive youths may proffer a copy to unsuspecting Aunt Emmas or Cousin Mays as retaliation for the long years of gifts of boxed neckwear, of which someone has so neatly said, "only relatives seem to know where to buy."

Summer Literature Light

Consequently the summer literary menu is more than likely to be composed of light romances, mystery, not too strenuous adventure stories, with an occasional serious volume to balance an otherwise limited selection.

For long summer days, Fannie Heaslip Lea's new novel, "Happy Landings," is ideal. It has a gay touch, and though the story takes place in Hollywood, unlike many novels with a movie atmosphere, this little volume has a genuine plot. The story concerns itself with a beautiful actress who tries to bury in her work the memory of her lover, a young aviator who, in trying to make a "happy landing," crashed to his death. Another flying man comes into her life, and a gruff, red-haired movie director. Both of the men love her, and the way the girl works out her destiny makes very pleasant reading.

Another Romance

Another fluffy romance, the scene this time in London, is Pamela Wynne's "A Little Flat in the Temple." Like many of the lighter English romances, the heroine in this tale is indescribably beautiful, and sometimes almost annoyingly trustful. Then, too, there is a strong, silent hero, and the villain, who is a rather engaging fellow. After the black clouds of misunderstanding and tears have been cleared away—along about page 296—one heaves a gentle sigh of relief, knowing now that it is only a matter of paragraphs when the heroine will be clasped in the arms of the no longer silent hero, and a slow fade-out to the happy ending.

Public Interest in Crime

The public interest in crime and detectives still persists, in literature, at least. After several hundred mystery stories where the body of the murdered man or woman is found on a lonely country road, or in a luxurious New York apartment, it is a distinct relief to discover the murdered body (since there must be a murdered body to make a mystery story) in a half-burned house on the outskirts of a small Texas city. This occurs in "Smoke Screen," by a new author, Lawrence Saunders. De luxe bootlegging, dope peddling by areoplane, shady politics, and the combined efforts of a star reporter and a society girl to solve the mystery, make one of the best mystery stories of the year.

Crime Club Publication

A new Crime Club publication, "The Avenging Ray," by Austin J. Small, tells of the peril which threatens England from a newly discovered scientific ray. Scotland Yard is called in, and Merrie England is saved (at least until another author needs a mystery plot).

Mrs. Baillie Reynolds' new mystery, "Stranglehold," a Crime Club volume, is not overly exciting. The rather hackneyed plot, a girl imprisoned in an old house, and her eventual rescue by a retired army man, has been done better by other authors.

"The Green Ribbon"

In "The Green Ribbon," Edgar Wallace again demonstrates his ability to write a really entertaining yarn. All the ingredients of a good old-fashioned thriller are present—a beautiful heiress from South America, a wicked lawyer, and a horse-race scheme run by two unprincipled rascals. Add to this a brutal murder in a dense London fog, and one is kept fairly breathless, until the plot is unraveled and the villains routed.

The always delightful Wodehouse adds again to the chuckles of the world with another Jeeves story, this time called, "Very Good, Jeeves." The tactful Jeeves saves his master, Bertram Wooster, from his well-meaning if somewhat meddlesome aunts, and ultimately smoothes Bertie's current love affair to a happy ending.

Autocracy of Mr. Parham

"The Autocracy of Mr. Parham," is written in the typically amusing vein of H. G. Wells, when he has forgotten for the moment to sermonize, but even in this witty volume he manages to get in a word or two of preachment. The story tells of the cultured Mr. Parham and his contact with the newly rich, Sir Bussy Woodcock who, it is said, was "one of those crude plutocrats with whom men of commanding intelligence, if they have the slightest ambition to be more than lookers-on at the spectacle of life, are obliged to associate now." Much of the story concerns the next war, and while one may not be especially interested in the book, Mr. Wells must be commended for his vast imagination and his moments of subtle humor.

Maxim Gorki

Probably because Maxim Gorki began so very early to do things, one thinks of him as being a very old man, and is surprised to find that the gifted Russian is but sixty-two years old. He holds an important place in modern Russia, being connected with the Department of Education. He is an indefatigable worker, and although he has been a consumptive almost all of his life, rises at a very early hour, and writes incessantly until late at night. His latest book, "Bystander," has been translated into English before any other language, and is considered by Gorki as his life-work, his ultimate test.

LINK-BELT COMPANY'S NEW HOME

Front to back in order: Office building, warehouse, shipping room and manufacturing building. A spur track serves shipping room and warehouse.

LINK-BELT COMPANY OCCUPIES NEW PLANT

ON Paul Avenue, at the Bayshore Highway, San Francisco, stands the modern and attractive new plant of LINK-BELT COMPANY, Pacific Division, to which this company recently moved from its old location at Nineteenth and Harrison streets. Our removal to new quarters brought to a head long-standing and carefully laid plans for a plant of adequate size to take care of both manufacturing facilities and adequate stocks for the Pacific Coast trade.

Situated in New Surroundings

Now situated in new, convenient and pleasant surroundings, we have what may well be considered one of the most modern plants of its kind on the Pacific Coast. It is in a relatively new industrial district known as the Paul tract, within fifteen minutes trucking distance of downtown San Francisco, and having convenient access to the entire east bay district and the San Joaquin Valley by way of the new San Francisco Bay Bridge. On the site comprising 7½ acres, ground was broken in November, 1929, for the erection of the three buildings of the new plant—the office building, warehouse, and manufacturing building.

The plant occupies a location where it is seen by thousands passing every day on the Bayshore Highway and is within the view of suburban and through passengers on the Southern Pacific Coast line trains. The property is situated on the north side of Paul Avenue, a short connecting street between the Bayshore Highway and Third Street. The Bayshore Highway is a broad boulevard, 125 feet wi within the city limits, forming t main artery from the city to t south. Third Street is a wide bus ness street leading to the railro freight stations, the water fron docks and the wholesale distric The plant is easily accessible fro the hotel and business district b automobile or street car.

Frontage on Paul Avenue

With a frontage of about 352 fe on Paul Avenue, the property e tends north to the diagonal line of

Steel shop, with north end of manufacturing building in the background

Southern Pacific drill track. Two spur tracks extend from the drill track at the north end, one to serve the warehouse and shipping room, and the other entering the north end of the manufacturing building under the 10-ton crane in the high bay of the shop.

Details of the design of office building and shops were worked out by the company staff in collaboration with The Austin Company, contractors for the plant. The general plan had been determined a couple of years previously through careful study of requirements.

Two Story Office Building

Fronting on Paul Avenue, 50 feet back from the curb, stands the two-story office building, with a frontage of 120 feet and a depth of 50 feet. The natural slope of the ground locates the upper story on the street level. Approach from the street to the main entrance is over a fill with the ground on both sides terraced down from street level to allow full light in the first story windows.

Upper left: Corner first floor of warehouse. Upper right: View of second floor of warehouse. Bottom, left: Interior of business office. Bottom right: Second floor of warehouse.

Modern Spanish Design

This building is of modern Spanish design, with the first story of concrete covered with stucco, the second story of buff colored face brick, and roof of red tile—a style which is attractive and particularly well suited to its surroundings. It is the interior of this building which immediately strikes the interest of the visitor. Here is found a ceiling with open trusses of heavy timbers, appropriately fitted with wrought iron hardware, artistically treated to give the appearance of age, walls of buff colored plaster, and office partitions finished to harmonize with the overhead effect. Administrative offices, sales, advertising, purchasing, accounting and filing departments are situated here. Occupying the first floor of the office building are the engineering department, stationery and storage filing room, and an assembly hall for general meeting purposes.

Back of the office building, between it and the manufacturing building and connected by a passage way, is the warehouse, a concrete structure, 80 feet by 120 feet, where large stocks of chain, sprockets, screw conveyor and other Link-Belt stock items are maintained. The first floor of this building is at a level with the floor of the manufacturing building and shipping level with the main floor of the office building. The upper floor of the warehouse is occupied by miscellaneous stocks, the pattern shop and pattern storage. A large loading platform adjoining the spur track serves the building on the west side.

Looking down the length of the Manufacturing Building: Machine shops and shop superintendent's office at extreme right.

Total Floor Area

The total floor area of the warehouse building is 28,800 square feet, which is adequate for present storage needs. As additional space is required, there is room to the east for an extension of this building. Between the warehouse building and the manufacturing building is located the shipping room with the spur track on one side and the driveway for trucks on the other. The shipping room is well situated for handling outbound shipments.

Back of this is the manufacturing building, containing the machine shop, steel shop, plant office and their auxiliary departments.

A high crane bay, 50 feet wide and 300 feet long, runs north and south on the west end of the building, the heavy tool section of the machine shop at the south end, and the steel shop at the north end. The entire length of this building is served by a 10-ton double girder crane, and smaller cranes and hoists are located at various points throughout the buildings. A spur track enters this bay at the north end. Heavy materials may be picked up by the crane at any point in the length of the building and carried to the shipping room for loading out

From the east end of machine shop section, looking down the aisleways toward the manufacturing building in the right background.

by truck or railroad cars, or to the north end for direct loading on the cars.

East of High Bay

To the east of the high bay is the light machine section with five transverse bays having a total area of 150 feet by 200 feet, with north saw-tooth roof to obtain abundant light free from glare and shadows. At the front of this section are located the plant office, receiving department, tool room and employees' change room.

Castings from the foundry are brought in by truck and unloaded at the east doorway. The flow of work is from this doorway through the various operations, and then either to the high bay for assembly or to the shipping room or warehouse. Heavy castings routed to the large tool section of the machine shop are handled by the 10-ton crane and carried direct to the machine.

At North End

At the north end, paralleling the high bay, and with north saw-tooth skylights, are three 30-foot bays, 150 feet long, for the lighter work of the steel shop. Plates, sheets, shapes and bars arrive here in cars which are set inside the steel shop under the crane. Storage space is available across the north end of the building, both indoors and outdoors.

Hard to Visualize

It is hard to visualize in 1930 what the plant facilities of Link-Belt Company on the Pacific Coast should be years hence. The new plant was not built as an expansion; it has been built to provide greater erection and aisle space and more room for storage of materials in process as well as for completed stocks; also to provide better working conditions for the employees. Ample light, adequate handling facilities, improved arrangement of machine tools, with everything on the ground floor—all these have been secured in the new plant and all should combine to produce economies which will fully justify the increased capital expenditure.

Machine Tool Equipment

The machine tool equipment in the old plant was all very modern, built for high speed production, and entirely adequate for the present Pacific Coast requirements, therefore no new machine tools have been added. The layout and construction of the plant have been carefully planned to readily permit future expansion as the growth of business justifies.

Start of Company

The beginning of Link-Belt Company, in fact the start of the industry of which we are pioneers, was in 1872 when William Dana Ewart, of Ewart and Gore, conducting an agricultural implement store at Belle Plain, Iowa, had trouble with binders which they sold to their customers.

It was in an endeavor to perfect a better machine that Mr. Ewart invented what is known the world over as the Ewart Detachable Link-Belt. While the machine itself was never completed, the Detachable Link-Belt was recognized as an immediate success and resulted in the organization of the Ewart Manufacturing Company. This was the beginning of Link-Belt.

Seattle Office Opened

In about 1910, Link-Belt Company opened an office in Seattle, with a warehouse attached, and this was later followed by opening offices in Los Angeles in 1913 and in San Francisco in 1916. Today you will find Link-Belt elevating, conveying and power transmission machinery in the great logging camps of the world, in mines everywhere, at work in the millions of fields of waving grain, and in factories of all types.

Early Manufacturing Industry

Among the early manufacturing industries on the Pacific Coast and almost contemporary with Link-Belt Company in the East, was the small machine shop which later developed into the Meese & Gottfried Co. It was on September 14, 1923, that Meese & Gottfried Co. was purchased by Link-Belt Company—then known in California as Link-Belt Pacific Company and in the Pacific Northwest as Link-Belt Northwest Company—and it was at this time that the firm Link-Belt Meese & Gottfried Co. had its origin. Offices were maintained at San Francisco, Seattle, Portland and Los Angeles. Some time later the Oakland store was opened and it is through these five centers that Link-Belt Company, Pacific Division, today offers the convenience of constantly maintained stocks, and the benefits of its many years of experience in the elevating, conveying and power transmission lines.

Now happily located in a new, modern, well-planned and efficiently operating plant, Link-Belt Com-

pany, Pacific Division, is still better enabled to keep pace with the growing demands of the Pacific Coast industries.

We are joined in a high grade constructive business with unlimited possibilities for progress that is a gratification and a source of pride to our families and our friends. From the simplest bearing to a complete installation, all the items of our sales contribute to the relief of some drudgery of life that makes the world a better place in which to live. We are proud of the record of our company and its traditions, and we are anxious through our efforts to merit a continuation of the respected position occupied in the business world by Link-Belt Company.

HARBOR DAY!

1930 Celebration to Be Biggest Marine Event in City's History

LAST year's Harbor Day, the first celebration since 1915 in connection with San Francisco's magnificent port, was sponsored, planned and put across by the Marine Committee under Wilson Meyer. The goal was a re-awakening of San Francisco's harbor consciousness and the means used to this end were many and various.

Program of the Day

The program of the day included special events of all sorts. A committee of representative citizens was named under whose auspices the parades by sea and air and land were held. Ships in the harbor maintained open house. The fleet of the United States Navy contributed largely of its personnel for the parade. Boat races between crews from naval vessels in the harbor for a trophy were vigorously contested. In a smashing, spray-drenched battle the Olympic Cup Race was rowed by the crack cutter crew of the visiting battlers. Japanese war vessels and the Chilean naval training ship added their bits of color to the day and in the afternoon exhibits of marine products were displayed on the Embarcadero, while the graceful white wings of yachts dipped and careened in special races for the edification of huge throngs that blackened the Marina and lined the hills.

Building on this splendid foundation this year's Harbor Day has assumed definite form. It is being held as an annual event because public interest and demand requires it. The City Fathers, the shipping interests, the State Harbor Board are unanimous in the belief that Harbor Day is a valuable event in San Francisco's colorful calendar.

Gerald J. O'Gara, chairman of the Marine Committee this year, and his enthusiastic lieutenants are completing details of a gigantic program that will, it is hoped, accomplish certain definite aims. First, it is hoped to assist materially in the passage of the harbor bond proposition which comes before the voters of San Francisco this fall. This money is needed vitally in order to permit San Francisco to maintain her position, now seriously threatened, as the leading point on the coast. Second, it is hoped to assist materially in the development of more and badly needed facilities on the Marina for the increasing number of yachts and motor boats that are rapidly making San Francisco the country's aquatic paradise.

Includes Yacht Regatta

The activities of the day will include the Pacific Coast yacht regatta sponsored by the Sports Committee in conjunction with the Marine Committee. There will be a colorful parade down Market Street. Over the radio, the world will be told about San Francisco's harbor, its facilities and possibilities.

Aeroplanes Will Fly

Through the air aeroplanes will swoop a triumphant acknowledgment of San Francisco's aerial primacy. The small craft of the bay will all be out in honor of the occasion. The fleet will contribute the usual naval gaiety and the cutter races and boat races will make the day truly the Poughkeepsie of the West. A committee of prominent citizens will guide the destinies of the day and from the reviewing stand will acknowledge their interest in this vital part of our city's life.

Far-reaching Program

A far-reaching program of publicity based on the features of the day will carry the story home to the sister communities of the West and should do much to stimulate business through the port of San Francisco. Every member of the Junior Chamber of Commerce has been drafted by the Marine Committee to assist in talking up and putting over the day. From the splendid coöperation so far the day promises to continue the glorious tradition that was founded last year. The success of this day is a matter of concern for every citizen of San Francisco—it is your party.

HOPE HAMPTON

Lyric soprano, as Marguerite in Faust, in which role she will appear in San Francisco

OPERA IN SAN FRANCISCO OF WORLD INTEREST

THIS city has always been a musical center. People look to San Francisco for what is good, and for what is new and interesting. The Eighth Annual Season of the San Francisco Opera Company, to be held in Civic Auditorium September 11 to September 27, combines in artists and repertoire a program which will draw music lovers from all over the entire country, from Canada, Mexico, and the Hawaiian Islands.

Jeritza Will Sing

Sensational, exotic Jeritza will sing her greatest role, Salome, for the first time in America. Staid New York has banned it at the Metropolitan, so San Francisco will be the first city privileged to hear and see the vibrant Jeritza in the opera in which she has held Europe spellbound. From this sensuous part she will turn to the character of Minnie in the Girl of the Golden West. Our own David Belasco gave this story of the gold rush days to the stage and Blanche Bates, a true daughter of the Golden West, played the role which Jeritza will sing. This is opera with a punch.

Two Italian Operas

The two short Italian operas of passion, betrayal and retribution, Cavalleria Rusticana and Pagliacci, will give Jeritza two vastly different characters to impersonate in one evening. Tannhauser will present her in perhaps the least sensational and the most sensitively beautiful of all her roles.

Clare Clairbert's appearance in La Traviata will be a matter of national interest, for this new coloratura "find" from the Belgian Opera will that night make her American debut. She is likened to the great Tetrazzini, who was given to the world in San Francisco. The other operas in which she will be heard are Mignon and Lucia di Lammermoor.

Novelty of Season

A novelty of the opera season will be the appearance of an erstwhile movie star as a grand opera prima donna. Perhaps there has never been a more beautiful movie actress than Hope Hampton. Her audiences knew nothing of her glorious voice which she was ambitiously training. They will now have opportunity to hear it when she sings the exquisitely pathetic Marguerite in Faust.

Mario Will Repeat

Queena Mario, dainty and convincing, will repeat her successes of last season in the opera of the fragile and alluring Manon, and as the little lost Gretel in Haensel and Gretel. Mignon will afford her another appearance. Dorothee Manski, mezzo-soprano of the Metropolitan, and one of the most beautiful women in the company, will appropriately be Venus in Tannhause and Herodias in Salome. A very complete make-up will disguise he as the ugly Witch in Haensel an Gretel. Eva Gruninger Atkinso and Audrey Farncroft are two Sa Francisco singers who have risen t leading roles, and Elinor Marl who has been singing abroad for th past two years, is a Los Angele artist whose return to the compan adds greatly to it.

Biggest Tenor Name

Beniamino Gigli is the bigges tenor name in the country today. I is several years since he has been a member of the company, but Sa Francisco has been able to observ his vocal growth through his con cert appearances. He will open th season in Manon, and will appea again in La Traviata, La Boheme and Mignon, before singing in th last opera, Lucia di Lammermoor.

Ezio Pinza is another beloved art ist to return to the company. Tal and handsome, this very young Ital ian possesses a bass voice of un usual depth, warmth and beauty La Boheme, Mignon, Tannhause and Faust will give the versatile Pinza roles of vastly different char acter in Italian, French and Ger man.

Four New Singers

Four new singers among the men are Americans. Sydney Rayner and Frederick Jagel are tenors who studied abroad and made their suc-

MAGNIFICENT NEW CANOPY IN AUDITORIUM

Designed, constructed and installed by the J. L. Stuart Company, this beautiful new canopy is without doubt the largest and most spectacular hand-painted canvas canopy ever constructed.

cesses there before returning home for engagements. John Charles Thomas is a superb figure whose baritone voice has charmed San Franciscans in concert; and Gaetano Biviani is a young American of Italian parentage who will sing his first appearance in America after having won fame in the land of his forefathers. He also is a baritone.

In March, 1898, there was an unheralded presentation of a new opera, never before sung in this country, La Boheme. San Francisco is again to hear a new opera in its American premiere and from its reception in Europe the prophecy has been made that it will bring the same honor to our city as did that other important premiere. No one will want to miss it. Maurice Ravel is the foremost French composer of the day and his new opera. The Naughty Boy's Dream (L'Enfant et les Sortileges) is an entrancing tale of the plight of a naughty boy who refuses to study and who abuses his pets. Of course it all turns out well in the end, but the course of the story is an amusing bit of burlesque.

To house this important season, the Auditorium Committee of the Board of Supervisors has had many improvements made in the Civic Auditorium, and inestimable credit is due to Mr. J. Emmet Hayden, chairman of the committee, for the happy result.

The new canopy, designed, constructed, and installed by the J. L. Stuart Manufacturing Company, is without doubt the largest and most spectacular hand-painted canvas canopy ever constructed. A specially woven and triple fire-proofed canvas was used in the manufacture of the covering which is mounted on massive trussed steel pipe framing, this framing being fastened with heavy steel cables to powerful winches in the dome, permitting the raising or lowering of the canopy. There are seven mural panels executed by and under the direction of Gleb Ilyin and Peter Ilyin, the well known artists of the Bohemian Club:

Mission Dolores, battleships entering the Golden Gate, Zeppelin over San Francisco, sailing ship entering bay, Fisherman's Wharf, blossom time in Santa Clara Valley, campanile at Berkeley.

The ceiling of the canopy is painted a beautiful sky effect with heavy clouds on the outer rim gradually tapering off to a clear blue sky in the center, and the whole is beautifully and effectively illuminated by indirect cove lighting.

ANNUAL CHINESE TENNIS MATCH

1929 MEN'S SINGLES CHAMPION, CHARLES LEE

Chinese Playground to be Scene of Second Annual Chinese National Open Tennis Championships, Sponsored by "307" Club, Composed of Young Chinese-Americans

By PAUL LAU

THE Chinese Playground, one of the finest units of San Francisco's magnificent system of recreation centers, will soon be the scene of the Second Annual Chinese National Open Tennis Championships. "307," a social organization whose membership is composed of young Chinese-American citizens prominent in the business and professional life of this city, is again to be sponsor of this unique athletic event.

Great Interest Displayed

Noting the great interest displayed in the net sport since the city fathers so generously gave Chinatown its first tennis court and playfield, "307" in 1929 donated handsome trophies and sponsored the first open tennis tournament for Chinese in America. The list of competitors more than exceeded the fondest hopes of the committee in charge. Almost an even hundred players furnished the interested crowds with spectacular playing worthy of Wimbledon or Forest Hills.

Events for both men and women were included in the program. On the day of the final matches, Chinatown turned out en masse to cheer the participants. Intense rivalry was displayed even by the old-timers who were witnessing their first games of tennis. Lack of knowledge of the meaning of the referee's shouts of "thirty-love," "deuce" or "foot-fault" did not dampen their ardor or deter them from cheering a well-placed killer or applauding the skillful return of a seemingly impossible ball. The crowds taxed the capacity of the grounds and the adjacent streets. The scene out-spectacled any for mer gathering in this section of th city for color and enthusiasm.

Successful Sports Season

Climaxing a most successfu sports season, "307" presented th winning players with their hard won trophies at a monster "Sport Jamboree" held in the auditorium o the Chinese Native Sons. Th Consul-General of the Republic o China made the presentations be fore the largest indoor assemblag in the history of Chinatown.

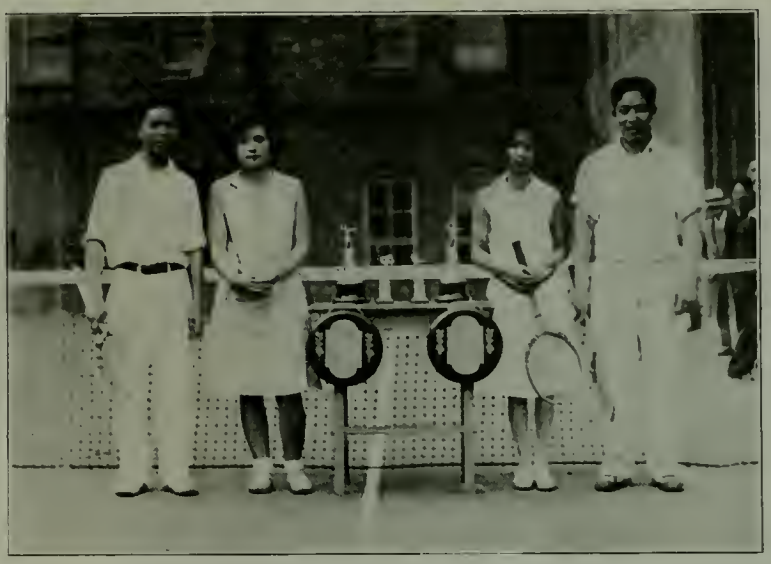
Guided by its experience las year the "307" Athletics Committe promises to eclipse its first en deavors and all sport-lovers ar eagerly looking forward to the open ing day of the tourney—August 3.

Many thanks are due the direc tors of the Chinese Playground

Miss Lobertha Vivelle and Mr. Oliver Chang, for their untiring efforts and sincere coöperation in making the affair the success that it was. But above all, the entire Chinese community is deeply appreciative and more than grateful to the City of San Francisco for providing the playground; enabling the growing generation to enjoy a sport that was hitherto unknown to them through lack of playing facilities.

Preparations for Match

Preparations for the coming tournament are in the able hands of the following members of the "307" Athletics Committee: Henry R. Leong, King Lee and Paul Lau. All San Francisco will be interested in their efforts to build better Chinese-American citizens through the medium of clean, healthful athletic competition.



THE WINNERS AND THEIR TROPHIES

Left to right: Lee Ting, Finalist, Men's Singles; June Lau, Winner, Women's Singles; Rose Louie, Finalist, Women's Singles; Charles Lee, Winner, Men's Singles.

Rolph Completes State-Wide Tour

The recent completion by Mayor James Rolph, Jr., of a whirlwind twelve-day tour of Southern California, as part of his campaign for Governor, has recalled the tremendous difference that transportation facilities have played in political campaigns during the past thirty-five years in California.

It took James H. Budd a full two years to tour the state. Budd served as Governor in the years 1894 to 1898. Budd's two years' fight for the office was in reality a long battle with the means of transportation of his day, so that he could get around the state.

Where Budd traveled by horseback, stage coach, slow trains, even, it is said, by bicycle, Rolph traveled by airplane, seaplanes, high-speed motorboats, automobile and fast trains.

Several times, in visiting the farming country, Budd was conveyed to his meeting place atop of farm wagons, which often took several days to reach their destination.

Rolph either sped to the appointed places in a comfortable automobile or by plane. Budd would arrive exhausted from his long journeys and frequently needed several hours' rest. Rolph would step from his car or plane to the speaker's platform, rested and fresh for a stirring oration.

When Budd arrived at a large city he would hire a hackney coach. Rolph whisks to his hotels by motor car.

It has been estimated that if Budd had made Rolph's recent twelve-day tour, and visited the same places, in the means of transportation that existed thirty-five years ago, it would have taken him seven months, two weeks and four days.

SAN FRANCISCO TO BE HOST OF OUTSTANDING GROUP

San Francisco will be host to governors, distinguished diplomats and the most representative group of outstanding Latin-American leaders ever assembled in the history of California, August 20 at 9:40 a. m., when delegates to the Pan-American Reciprocal Trade Conference arrive on their way to the state capital.

The reciprocal trade meet, scheduled to open at Sacramento August 25, will be preceded by a two-week tour of the state and San Francisco will be included in the automobile caravan's itinerary.

Industrial plants, agricultural sections and educational institutions are to be included in the list of places to be visited by the distinguished visitors. The tour will start from Los Angeles and will comprise a trip through the San Joaquin, Santa Clara and Sacramento valleys, as well as a visit to the bay district.

AIR FLEET ENLARGED

Three Planes Added to Standard Oil Company Group

To join the Standard Oil Company air fleet, three new Stearman "Speedmail" planes arrived at Mills Field Friday from Wichita, under command of Capt. S. S. Chadderton and piloted by Mike Doolin, Shirley Brush and Clayton Allen.

The new ships have a maximum speed of 170 miles per hour. They are to be used for general transportation and experimental work. Added to the tri-motored Ford and Boeing planes, they make the oil company's the largest private fleet on the coast, according to officials.

OUR JAIL PROBLEM

By WILLIAM J. FITZGERALD

Sheriff

CALIFORNIA jails for adults may be divided into three classes depending upon the character of men housed therein. That at Folsom houses the hardened type of men who have been convicted twice or oftener of a felony. San Quentin shelters those who have been convicted of a felony once. These are the two state penitentiaries and at a glance it may be seen that different methods of handling the inmates at each may be resorted to.

In nearly every one of the fifty-eight counties there is a county jail. A person is arrested and taken to the city jail. As soon as convenient, usually the next morning, he is brought before the magistrate and if guilty of a misdemeanor, he is given a county jail sentence, is turned over to the custody of the sheriff of the county to serve this sentence. If the crime is a felony, he is held to answer in the Superior Court pending the trial thereon and until its conclusion the prisoner is in the custody of the sheriff.

San Francisco has three county jails, Branch No. 1 to the East of the Hall of Justice, where men awaiting trial in the Superior Court are held; Branch No. 2 at Ingleside, where men given county jail sentences are confined and Branch No. 3, also at Ingleside, where women convicted are serving county jail sentences.

The real county jail is at Ingleside. An examination of the class of men found there marks them as entirely different from the class in either our state prisons.

Fully 75 per cent of the inmates are drug addicts or men convicted of vagrancy usually through excessive use of liquor. The other 25 per cent are men who were tried on some misdemeanor or even more serious charge, and the latter through leniency of the courts escaped a sentence to a penitentiary and thereby were saved the stigma of being a felon. These cases include rape, contributing to delinquency of minors, forgery, battery, burglary, petty theft, indecent exposure, shop lifting, etc. Not the real hard thug as yet and all in all giving us a class to handle vastly different from that in the big houses.

Accordingly in studying this group, questions such as guarding, feeding, quantity and quality of employment, will elicit a different answer here.

Inmates at Ingleside are not vicious men, they represent if you will a shiftless, improvident unfortunate strata of society. Kindliness rather than harsh measures is the formula.

Ours is not the place to go in for expensive teaching of trades. Short sentences and disinterested men preclude that admittedly idleness should be minimized and in studying how to employ these men we find that restaurant work, household chores, fishing industry, farming, road building and in general seasonal occupations are their previous occupations. What more logical than to place them in similar pursuits? Of all the various plans presented, that of the farm will afford more work of the type our inmates are familiar with than any other.

Prison architects have evolved three distinct designs of structure; one for the reformatory; two for the penitentiary; three for the misdemeanors. The cost of these various structures ranges from $3,000 to $1,000 per inmate and we feel that a structure in the lowest price class will best serve our needs.

It is anticipated that a bond issue for this purpose will appear on the November ballot and it is our hope that the electorate will approve the acquisition of a new jail.

The housing of these men presents a different problem than at a prison for felons. Truly society should be protected, but we feel that society is not going to raise a hue and cry if some unfortunate drug addict or canned heat addict should effect his escape from our county jail. With this understanding of the type we feel that a structure minus many of the fol de rols of tool proof bars, etc., may be erected at the same time permitting of better ventilation, lighting and in general more sanitary housing.

Illinois Street Widening to Aid Industry

PLANS for a 150-foot industrial boulevard over Illinois Street to extend along the Embarcadero south over the new Third Street Bridge to Islais Creek were launched last week at a joint meeting of the San Francisco Chamber of Commerce Industrial Committee and members of the Streets Committee of the Board of Supervisors.

"We have long felt the need of a great traffic artery to serve the future industrial and waterfront development south of the channel," stated C. E. Baen, chairman of the Chamber of Commerce Committee in charge of the activity, "and this is the next step in our program following the successful completion of the Chamber's campaign to secure the building of a new Third Street Bridge."

Under the present widening plan, a wide angle curve would carry traffic from the Third Street Bridge into Illinois Street at Fourth Street. From this point the entire street would be widened to 150 feet to a point south of Army Street, from where another wide angle curve would carry traffic back onto Third Street at the Islais Creek Bridge. Full provision for railroad tracks would be made in the new street and it is expected that the State Belt Railway and other railroads serving the area will be enabled to provide better facilities for connection with present and future wharf development.

A request has already gone forward from Chairman James E. Power and members of the Supervisors' Streets Committee to the city engineer for plans and estimates of the proposed project which report is expected to be completed within thirty days. Following the submission of this data, conferences will be held with representatives of the State Harbor Board, and others interested in the project.

JAMES E. POWER
Chairman, Committee on Streets, Board of Supervisors

"Members of the Chamber of Commerce Industrial Committee have long realized that it is absolutely necessary that we make the San Francisco industrial district physically attractive to major industries, if we are to secure them," Mr. Baen states, "and we have therefore successively advanced projects for the development of the Islais Creek industrial area, the building of a new Third Street Bridge, and now the Illinois Street widening as coördinated parts of a major industrial development plan. When this entire plan is completed, San Francisco will then be in a position to take best possible advantage of the industrial district south of the channel, and in the not far distant future, we confidently expect to see our system of wharves extended southwards to Islais Creek."

Those present at the meeting included Supervisors James E. Power, Andrew J. Gallagher, and Victor J. Canepa; Assistant Engineer W. H. Ohmen representing Assistant City Engineer Clyde E. Healy, who has been active in forwarding the development of the project; C. E. Baen, chairman of the Chamber's Third Street Bridge and Illinois Street Widening Committee, Harry J. Moore, and Manager C. A. Fleming of the Chamber of Commerce Industrial Department.

A Notable Achievement

SECTIONS "A" and "B" of the Alemany Boulevard Storm Drain, erected for the City and County of San Francisco, under the direct supervision of Chief Engineer M. M. O'Shaughnessy, who is undoubtedly the foremost authority on hydraulic engineering works in the United States.

This gigantic drain presented many unusual difficulties in its construction, and in order to insure permanency and materially expedite construction, Paris TRANSIT System Mixed Concrete was used on this job.

The Golden Gate-Atlas Materials Company of San Francisco, equipped with a great fleet of Paris TRANSIT Mixers, placed all the concrete on this job without delay or interruption of any character, and in exact accordance with the specified designs laid down by Dr. C. L. Cook, City Chemist, and his field assistant, F. D. Brown, who supervised the placing and made the required tests.

Paris TRANSIT System Mixed Concrete, the product of Paris TRANSIT Mixers, has for a number of years been successfully used on many of the nation's most important structures, including the New York Subway, the New York Telephone Building, the Chrysler Building, Federal Government buildings in Washington, D. C., and other noteworthy construction projects throughout the nation.

In San Francisco Paris TRANSIT System Mixed Concrete was extensively employed in the construction of the new Medical Dental Building at 450 Sutter Street, the new Stock Exchange Building, the Shell Building and other monolithic type edifices.

This high-grade "specification" concrete is now available in practically all the principal cities throughout the United States and Canada. The growth of this modern concrete system has astonished the construction world, and fleets of Paris TRANSIT Mixers are now available practically everywhere for every type of construction where high strength and uniform quality concrete is an absolute requisite.

GEORGE E. FANNING OF WATER DEPARTMENT IS VETERAN

ONE of the oldest employes of the City and County of San Francisco in point of service is Mr. George E. Fanning of the water department, where he has served for more than twenty years.

Mr. Fanning was born in North Dakota and became a resident of San Francisco soon afterwards. He was educated in its public schools, graduating from the Horace Mann Grammar School and the Mission High School. Following graduation Mr. Fanning was employed as a draftsman in the engineering department of the Spring Valley Water Company.

Two years later in 1912 he was promoted to take charge of the newly established photography department. In this capacity Mr. Fanning has done all the photographing of the water department projects and the photostating of all the records and other important documents, which are kept in a file at his office. Upon the acquisition of the Spring Valley Water Company by the city, Mr. Fanning has continued in charge of the Water Department photography with his offices at the Water Department building on Mason and Geary streets.

One of Mr. Fanning's outstanding achievements was the photographing for the Pipe and Gate Book used extensively by the employees of the Water Department. In this book, which is a reproduction of the map of the City and County of San Francisco, are photographs of all the pipe and gate valves of the water works. Mr. Fanning is the only photographer to have done this work, which is of great value to San Francisco.

FREE CALCULATOR SCHOOL

Did you know that the Monroe Calculator Company operates a school at which employees of firms using their machines may receive free instruction in the use of their machine? Here is an excellent opportunity to master the use of this remarkable machine; to learn how to use it in your everyday work; to prepare yourself for a better position at the cost of a few hours of your spare time.

The school is located in the Monroe building, 62 Main Street, and is open every Monday, Wednesday and Friday evening from 5:00 to 8:30 P. M. The instruction is individual, so there is no need to review what you already know about the machine. Start when you can, go as often as you like, and stay as long as you like.

NEWS ITEMS OF MILLS FIELD

Captain Roy N. Francis is at present preparing data of all the money spent by cities comparing with San Francisco in size, for the development of aviation and airports. This material will be of great value to the public in determining the need for the new Airport bond issue.

* * *

A new enclosed and sheltered grandstand has been constructed for use of those visiting Mills Field. From the grandstand an excellent view can be had of the flying field and maneuvers of planes. The seats are comfortable and the wire enclosure insures absolute safety to the spectator.

* * *

As usual, Mills Field displays itself to the visitor in fine shape, with all buildings painted, well kept gardens, lawns and hangars conspicuous with their cleanliness.

* * *

With an appropriation of $18,000 granted by the Board of Supervisors, work will start immediately on the first of the three new additions to the airport. This will be a building to house repair shops for the maintenance, equipping and repair of the planes. As there is a law requiring that all airplanes be repaired at the local airport, this building becomes very necessary. Space will be rented to companies doing this type of work and already many firms have applied for quarters.

* * *

The Standard Oil Company of California has recently acquired three new Ford airplanes, which will soon be housed at Mills Field.

SAN FRANCISCO WATER

SAN FRANCISCO WATER DEPARTMENT
425 Mason Street
Telephone: PRospect 7000

NELSON A. ECKART, General Manager and Chief Engineer.
JOHN D. SHARON, Auditor.
WILLIS O'BRIEN, Supervising Accountant.
T. W. ESPY, Engineer Water Production.
I. E. FLAA, Hydraulic Engineer.
GEO. W. PRACY, Superintendent City Distribution.
G. J. DAVIS, Superintendent Peninsular System.
A. W. EBRIGHT, Superintendent Alameda System.
V. E. PERRY, Manager Water Sales Department.
W. D. RYDER, Supervisor Consumers Accounts.
H. TEMPLEMAN, Manager Docks and Shipping.
J. H. LePLA, Purchasing Agent.
GEO. E. FANNING, Photograph Department.

THE report of Nelson A. Eckart, manager of the San Francisco Water Department, issued this week, shows a net profit to the city of $80,356.13 over and above all expenditures since the acquisition of the Spring Valley Water Company on March 3, 1930.

The net earnings for June were $20,791.02 which was $311.38 less than the previous month.

The gross earnings for June were $628,321.55 of which sum water sales in San Francisco contributed $572,951.51 with sales outside the city amounting to $49,683.86.

The total expenses amounted to $356,463.28 of which the two principal items were operating expenses to the amount of $115,952.14 and bond entries of $153,750.00.

$53,973.10 was paid in taxes and $20,833.34 for rentals of Hetch Hetchy aqueducts.

The above expenditures left a net income of $271,858.27 from which $111,000 was appropriated for additions, $59,705.89 for construction, and $51,294.11 for other expenditures authorized.

The force of men employed in the operating division increased from 463 in May to 492 for June, and in the construction division the increase was from 107 to 122.

The detailed report as handed in by Mr. Eckart is shown below.

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES

June 30, 1930

Earnings—	This month	Increase over last month	Total since March 3
Water sales—S. F.	$572,951.51	$ 17,615.81	$1,925,273.76
Water sales—Outside of San Francisco	49,683.86	19,970.20	106,191.50
Rents from lands and buildings	3,992.07	2,166.83	10,346.71
Interest on fund balances	1,694.11	680.41	3,297.53
Misc. non-oper. revenues	.....	70.50†	202.22
Total earnings	$628,321.55	$ 40,362.75	$2,045,311.72
Expenses—			
Operating expenses	$115,952.14	$ 5,838.07	$ 431,744.45
Uncollectible water bills	646.68	159.50	1,264.15
Depreciation	5,000.00	.....	20,000.00
Taxes	53,973.10	.....	211,547.44
Hetch Hetchy aqueduct rental	20,833.34	.01	81,597.23
Misc. land rental	65.00	5.00†	192.09
Bond interest	153,750.00	.....	604,750.00
Amortization of debt expense	3,899.12	158.24†	16,071.20
Walnut orchard expense	83.72†	466.43†	2,912.55
Agricultural division expense	2,427.62	644.23	6,070.01
Total expenses	$356,463.28	$ 6,012.14	$1,376,149.12
Net income	$271,858.27	$ 34,350.61	$ 669,162.60
Appropriations for additions and betterments	111,000.00	.....	444,000.00
Balance for profit and loss	$160,858.27	$ 34,350.61	$ 225,162.60

Construction Expenditures—

	This month	Previously reported	Total since March 3
Budget authorizations	$111,000.00	$333,000.00	$444,000.00
Expenditures—			
Normal extensions	$ 16,006.34	$ 80,587.71	$ 96,594.05
Upper Alameda Tunnel	41,949.98	56,260.28	98,210.26
Sunset Wells	867.85	31,818.59	32,686.44
Pleasanton Wells	487.23	19.88	507.11
General Equipment	394.49	2,073.11	2,467.60
Total constr. expend.	$ 59,705.89	$170,759.57	$230,465.46
To be expended under authorizations	$ 51,294.11	$162,240.43	$213,534.54

Employees—	This month	Last month
Construction division	122	107
Operation division	492	463

* Does not include value of water furnished free to other departments of the city ..... $ 20,791.02 $ 311.38† $ 80,356.13

† Losses.

BONDED

General Accounting of Authorized Issues of

Line No.	Date and Name of Bonds	Authorized	Denomination Symbols	Cancelled and Not Issued	Authorized Less Cancelled and Not Issued	Sold	Unsold
	Issue of June 30, 1904, 3½%	1	2	3	4	5	6
1	County Jail and Hall of Justice	$ 697,000	C-D-M	$ 418,600	$ 278,400	$ 278,400	
2	Golden Gate Park & Presidio Extension	330,000	C-D-M	2,000	328,000	328,000	
3	Hospital	1,000,000	C-D-M	750,000	250,000	250,000	
4	Library	1,647,000	C-D-M	3,000	1,644,000	1,588,000	$ 56,000
5	Mission Park	293,000	C-D-M	1,000	292,000	292,000	
6	Playground	741,000	C-D-M	1,000	740,000	740,000	
7	School	3,595,000	C-D-M	1,978,600	1,616,400	1,616,400	
8	Sewer	7,250,000	C-D-M	5,256,800	1,993,200	1,993,200	
9	Street	1,621,000	C-D-M	649,000	972,000	972,000	
	Issue of July 1, 1908, 5%						
10	Fire Protection	5,200,000	M		5,200,000	5,200,000	
11	Garbage System	1,000,000	M	* 112,000	888,000	888,000	
12	Hall of Justice	1,000,000	M		1,000,000	1,000,000	
13	Hospital	2,000,000	M		2,000,000	2,000,000	
14	School	5,000,000	M		5,000,000	5,000,000	
15	Sewer	4,000,000	M		4,000,000	4,000,000	
	Miscellaneous, 4½%						
16	Water Supply ..... Jan. 1, 1909	600,000	M		600,000	600,000	
17	Polytechnic High School ... Jan. 1, 1910	600,000	M		600,000	600,000	
18	Geary Street Railway ..... July 1, 1910	1,900,000	M		1,900,000	1,900,000	
19	Market Street Railway ..... July 1, 1910	120,000	M	* 38,000	82,000	81,000	1,000
20	Water ..... July 1, 1910	45,000,000	M		45,000,000	45,000,000	
21	Hospital-Jail ..... April 1, 1913	1,700,000	M		1,700,000	1,700,000	
22	School ..... March 1, 1918	3,500,000	M		3,500,000	3,500,000	
23	Memorial Halls ..... July 1, 1927	4,000,000	M		4,000,000		4,000,000
24	Bernal Cut ..... July 1, 1927	1,400,000	M		1,400,000	1,400,000	
25	Boulevard ..... Nov. 1, 1927	9,380,000	M		9,380,000	8,036,000	1,344,000
26	Hetch Hetchy ..... July 1, 1928	24,000,000	M		24,000,000	8,000,000	16,000,000
27	Spring Valley ..... July 1, 1928	41,000,000	M		41,000,000	41,000,000	
28	Sewer Bonds 1929 ..... Jan. 1, 1929	2,200,000	M		2,200,000	1,520,000	680,000
29	Hospital Bonds 1929 ..... Jan. 1, 1929	3,500,000	M		3,500,000	750,000	2,750,000
	Miscellaneous, 5%						
30	Exposition ..... May 1, 1912	5,000,000	M		5,000,000	5,000,000	
31	City Hall & Civic Center ... July 1, 1912	8,800,000	M		8,800,000	8,800,000	
32	Municipal Railway ..... Dec. 1, 1913	3,500,000	C-D-M		3,500,000	3,500,000	
33	School ..... March 1, 1923	12,000,000	M		12,000,000	12,000,000	
34	Relief Home ..... March 1, 1923	2,000,000	M		2,000,000	2,000,000	
35	Hetch Hetchy Water ..... Jan. 1, 1925	10,000,000	M		10,000,000	10,000,000	
		$215,574,000		$9,210,000	$206,364,000	$181,533,000	$24,831,000

Bonds sold to June 30, 1930	$181,533,000
Bonds redeemed to June 30, 1930	40,801,500
Bonds outstanding June 30, 1930	$140,731,500

*—Not issued.
†—Amount of bonds due to be redeemed as of July 2, 1929.
C-D-M—$100, $500 and $1000 denominations.
M—$1000 denomination.
Exposition bonds not included in Charter limitation.
Water bonds not included in Charter limitation.

Compiled in the Auditor's Office under the direction of
BENNING WENTWORTH,
Auditor

RECAPITULATION

Bond Redemption Fund June 30, 1930	$ 2,856,151.68

RECONCILIATION

Bonds outstanding as of July 2, 1929	$ 91,669,500.00
Bonds sold during fiscal year 1929-30 (Col. 9)	50,306,000.00
	$141,975,500.00

INDEBTEDNESS

Bonds to June 30, 1930, and as of July 2, 1930

Redeemed	Bonds Outstanding June 30, 1929	Sales During Year 1929-30	Redeemed During Year 1929-30	Bonds Outstanding June 30, 1930	Due to be Redeemed as of July 2, 1930	Bonds Outstanding as of July 2, 1930	Annual Redemption	Serial Maturity	Line No.
7	8	9	10	11	12	13	14	15	
$ 278,400	.....	.....	.....	.....	.....	.....	.....	1905–1920	1
205,000	131,200	.....	8,200	123,000	$ 8,200	$ 114,800	$ 8,200	1905–1944	2
250,000	.....	.....	.....	.....	.....	.....	.....	1905–1914	3
1,027,500	601,600	.....	41,100	560,500	41,100	519,400	41,100	1905–1944	4
182,500	116,800	.....	7,300	109,500	7,300	102,200	7,300	1905–1944	5
462,500	296,000	.....	18,500	277,500	18,500	259,000	18,500	1905–1944	6
1,616,400	.....	.....	.....	.....	.....	.....	.....	1905–1922	7
1,993,200	.....	.....	.....	.....	.....	.....	.....	1905–1915	8
972,000	.....	.....	.....	.....	.....	.....	.....	1905–1928	9
1,820,000	3,510,000	.....	130,000	3,380,000	130,000	3,250,000	130,000	1916–1955	10
846,000	84,000	.....	42,000	42,000	† 42,000	.....	.....	1911–1930	11
900,000	150,000	.....	50,000	100,000	50,000	50,000	50,000	1912–1931	12
1,700,000	400,000	.....	100,000	300,000	100,000	200,000	100,000	1913–1932	13
3,200,000	2,000,000	.....	200,000	1,800,000	200,000	1,600,000	200,000	1914–1938	14
1,500,000	2,600,000	.....	100,000	2,500,000	100,000	2,400,000	100,000	1915–1954	15
600,000	.....	.....	.....	.....	.....	.....	.....	1910–1915	16
424,000	200,000	.....	24,000	176,000	1,000	175,000	25,000	1914–1937	17
1,425,000	570,000	.....	95,000	475,000	95,000	380,000	95,000	1915–1934	18
54,000	29,000	.....	2,000	27,000	4,000	23,000	‡ 4,000	1915–1934	19
9,999,000	36,005,000	.....	1,004,000	35,001,000	1,001,000	34,000,000	1,000,000	1920–1964	20
1,500,000	312,000	.....	112,000	200,000	.....	200,000	100,000	1916–1932	21
1,400,000	2,275,000	.....	175,000	2,100,000	.....	2,100,000	175,000	1923–1942	22
.....	.....	.....	.....	.....	.....	.....	§ 200,000	1932–1951	23
.....	1,400,000	.....	.....	1,400,000	.....	1,400,000	§ 70,000	1932–1951	24
.....	5,000,000	$ 3,036,000	.....	8,036,000	.....	8,036,000	§ 469,000	1932–1951	25
.....	4,000,000	4,000,000	.....	8,000,000	.....	8,000,000	§ 600,000	1938–1977	26
.....	.....	41,000,000	.....	41,000,000	1,000,000	40,000,000	1,000,000	1930–1970	27
.....	.....	1,520,000	.....	1,520,000	.....	1,520,000	§ 100,000	1934–1955	28
.....	.....	750,000	.....	750,000	.....	750,000	§ 175,000	1934–1953	29
3,196,000	2,008,000	.....	204,000	1,804,000	¶ 4,000	1,800,000	200,000	1915–1939	30
2,600,000	6,400,000	.....	200,000	6,200,000	200,000	6,000,000	200,000	1917–1960	31
1,200,000	2,401,100	.....	101,000	2,300,000	.....	2,300,000	100,000	1918–1952	32
900,000	11,400,000	.....	300,000	11,100,000	.....	11,100,000	300,000	1928–1967	33
300,000	1,800,000	.....	100,000	1,700,000	.....	1,700,000	100,000	1928–1947	34
250,000	10,000,000	.....	250,000	9,750,000	.....	9,750,000	§ 250,000	1930–1969	35
$40,801,500	$93,689,700	$50,306,000	$3,264,200	$140,731,500	$3,002,100	$137,729,400	$3,954,100		

Bonds sold to June 30, 1930 ..... $181,533,000
Bonds redeemed and due to be redeemed as of July 2, 1930 43,803,600

Bonds outstanding as of July 2, 1930 ..... $137,729,400

LESS REDEMPTIONS:

Bonds redeemed during 1929-30, after deducting ||$2,020,200; anticipated redemptions as of July 2, 1929, included in Col. 10 ..... $1,244,000
Bonds due to be redeemed as of July 2, 1930 (Col. 12) ... 3,002,100 4,246,100.00

Bonds outstanding as of July 2, 1930 ..... $137,729,400.00

†—Cancelled $8,000 (Columns 14 and 3).
‡—Cancelled $2,000 (columns 14 and 3), $4,000 redeemed for 1930.
§—Not in total; redemptions beginning 1932-34-38.
¶—Due May 1—Exposition bonds.
•—Due April 1—Hospital-Jail.

PHONE 5-J

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CURRAN OF PUBLIC WORKS DEPARTMENT WRITES HIGH GRADE POETRY

THE hours of hard work spent in the department of Public Works by Thomas A. Curran do not hinder him in the enjoyment of the higher things of life. Mr. Curran, an employee in this department for over eighteen years, has devoted much of his leisure time in writing poetry and prose that is the envy of many who devote their whole careers to this art.

Mr. Curran is a native Californian, born in Santa Cruz in 1878, and a resident of San Francisco for the past thirty-six years. Forced to leave the public schools before his education was completed, nevertheless, Mr. Curran has educated himself through wide reading. He has read extensively in the field of English and American literature and is well acquainted with all the great writers.

Through reading and study Mr. Curran has gained remarkable command of the English language and the art of writing, enabling himself to express his thoughts in a literary manner. He has written many short stories, some of which have been published in national magazines and has also many poems which have been read and enjoyed by his friends and fellow workers.

The poems printed below are examples of Mr. Curran's art with his power of expression, knowledge of rhythm and meter, and appreciation of beauty.

TO A WILD GOOSE

When ghostly silence o'er the purpling white,
Heralds the swift advance of endless night,
Hard on the wake of the retreating light
Thy countless legions follow.

With phantom speed along thy path on high
Thy wedge unbroken marks the threatening sky,
And there's a message in your warning cry,
Bidding the lambs to shelter.

What marshaling genius holds thy angle form
Against the midnight fury of the storm,
Matching the Greek's immortal phalanx swarm
In one communion?

Hail, peerless bird, my humble tribute pay,
Bon voyage, nomad of the open way.
Into the shoreless void with the parting day
I speed thy journeying.

THE CALL OF SPRING

Whispering Spring, I hear your call,
I can feel the joy of awakening earth,
And the purple drapes on yon ancient wall
Is the message you bring of the lilac's birth.

The humming bird crested in scarlet and blue
Is whispering love to the goldenrod,
And the patron elf of the morning dew
Is spreading his pearls where the fairies trod.

Down where the springy wood nymphs dance,
Under the heather bell's canopy,
The bumble bee's weaving a magic trance,
Droning his mesmeric symphony.

Down where "Aeolus" halts to kiss
The carmine lips of the blushing rose,
And the virginal clover learns the bliss
Of awakening love that her first bloom knows.

Whispering spring! 'Tis an echoing knell,
I may trace your parting steps in vain
For once we may enter the fairy dell,
But never will springtime return again.

"NIG," THE CAR HOUSE PET

By PAT O'DONNELL

"OLD NIG, the Car House Dog, is dead."

Nig, who for fourteen years has been the pet of the Municipal Railway Employees at the Geary Street barn, has passed away and gloom reigned all along the Municipal Lines as the word went around that Nig was dead.

Nig was a bred spaniel, but a "stray," a "wanderer," a "canine hobo." One morning long, long ago he carelessly ambled by the Geary Street car barn, indifferent and evidently unconscious of destination. Billy Ryan, of the late night shift, happening to be on duty, called to Nig, "Where to?" Nig wagged his big tail and barked his acceptance of the friendly overture. From then on his name was Nig and he had chosen a permanent home.

So did Nig, the Car House Dog, come to live with all the boys. For fourteen years he has been a fixture to all the employees. The morning shifts usually met him with a greeting, many brought him breakfast tidbits, while others romped with him. As the men started to work he generally paid each department a morning visit and after a friendly pat and a good morning response with his big tail, he was off to see another bunch.

At lunch time he was usually looked for, while every day the car crews brought him dainties. The night shifts did their bit by getting him two fine bed spreads and every night they attended to Nig's bedding down.

He also had his favorites: Ed Wider and J. Williams of the Machine Shop and W. Ryan of the Repair Department. They usually looked after Nig's welfare, his yearly license and annual haircut and shampoo, and a collar of the most expensive type was supplied him. Of course, all the boys chipped in for everything he needed.

On one occasion when Nig got too ambitious or energetic (whichever you like) he was seriously hurt by a car while chasing a rat.

Three months at Dr. Gustav Henno's Hospital was a tussle for Nig. But, like the cat, he came back; not as good as new, not broken up, but a little bent. Dr. Gustav Henno refused remuneration for his services, but the boys insisted and they all felt better to pay for Nig.

At the doctor's beautiful home and kennels, Glen Ellen, Sonoma, "In the Valley of the Moon," made famous by Jack London, Nig will be laid away and in years to come, when we of now and those of then, while wandering through that historic valley among the whispering pinese, will find and read on that little stone the simple inscription:

"NIG, THE CAR HOUSE PET."

Will they pause and think of man's Best Friend?

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GEORGE J. STEIGER

(Continued from Page 186)

luncheons on the minor victories in the fights for the Sunnyvale dirigible base, the naval air bases and the Golden Gate Bridge and let us have, instead, a serious investigation of the work actually accomplished beyond luncheon speeches."

This is a picture of the policies of this unusual figure in San Francisco life. Judge George J. Steiger was born in Marysville, forty-three years ago, and came to San Francisco when he was one and one-half years old. He worked his way through the University of California and became an attorney. He has written much important legislation, including the original draft of the State Workingmen's Compensation Act. He is a sociable man by nature and is constantly active in innumerable social and civic organizations, including the Commonwealth Club, Lafayette Club, Olympic Club, Press Club, Elks Club, Foresters, Eagles, Moose, National Union, Druids, Shrine, 12:10 Club, and is a past president of the United Swiss Societies of California.

Judge Steiger has three sons, all of whom are Boy Scouts, and one daughter. Last but not least, Judge Steiger is aggressively in favor of protecting the white working man and woman from unfair racial competition and has drafted legislation against the serious Filipino invasion of California.

ROLPH FOR GOVERNOR

Women voters of the Bernal District have organized a club to further the candidacy of Mayor Rolph for Governor. Mrs. Gertrude Tracey is president, with headquarters at 424 Gates Street. The campaign committee consists of Mrs. Evelyn Thompson, Mrs. Lila G. Schanadle and Mrs. Annie M. York.

* * *

Regular meetings of the Precita Valley Rolph-for-Governor Club are being held at 328 Precita Avenue. Officers of the club are Joseph A. Guardino, president; Mrs. Frances Feger, secretary; campaign committee—Mervin C. Colen, Tony Rancatore, Mrs. Marie Colen and Mrs. Sophia Guardino.

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Organization of the Portola Rolph-for-Governor Club has been effected with election of David Ososke, president, and Mrs. Ella Boland, secretary. Headquarters have been opened at 2444 San Bruno Avenue, where meetings will be held at stated times until the close of the campaign.

* * *

Mrs. Shelia Coen presided at a recent meeting of the Women's Rolph-for-Governor League at 739 Haight Street. Officers of the club are: Molly Riordan, first vice-president; Miss D. Winters, second vice-president; Mrs. A. Gieger, secretary, and Mrs. E. Collins, treasurer.

MUNI-ITEMS

Twenty-one regular clerks of the County Clerk's office have been transferred to the Municipal Court as part of the office force.

The golf tournament of the members of the County Clerk's office is nearing its close with Ed Greene and Joe Cummins fighting hard to gain the championship.

The County Clerk's office issues a challenge to all comers in bass fishing. The leaders in this sport of this office are Messrs. Walter Castagnetto, General Department Head, Ed Gilsom, Probate Department Head, and Frank Thiebaut, Chief of Department No. 16. Mr. Castagnetto recently successfully landed a 30-pound bass.

Miss Gertrude I. Gillmore of the School Department has been appointed to a full time stenographer during the summer vacation period in the department of attendance and guidance.

Mr. Louis Molinari and Miss Jean Parker of the School Department have resigned effective July 1.

Ernest Thompson, janitor, Daniel Webster High School, has been granted a two months' leave of absence effective July 1 because of ill health.

Sergeant James F. Rooney of the San Francisco Police Department has been granted a leave of absence from July 7 to July 21, 1930.

Henry J. Eidler and Robert A. Davis have been appointed regular policemen on the force of the San Francisco Police Department.

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DAY & NIGHT

SCHOOL DEPARTMENT NOTES

By MRS. HARRIET LEAMAN

On Saturday, July 5, the marriage of Miss Angela Bellanca and Mr. Ray Daugherty, Director of Physical Education, was consummated. This wedding was the culmination of a romance which developed while Miss Bellanca was employed as secretary to Mr. Daugherty. The department extends its felicitations to the couple and predicts an unusually happy future.

Another marriage took place on July 6 when Miss Katherine McColgan, stenographer in the personnel department, became the bride of Mr. Arthur Swart, a teacher in the San Francisco Continuation School. Sincere good wishes are extended to the couple and hopes run high for a very happy future.

As a corollary to the above comes the news of the engagement of Miss Irene Dolan to Mr. Grayson Rogers. We are happy to extend them this department's best wishes.

On Friday, July 11, about fifty janitors of the school department were the happy recipients of Certificates of Graduation from the Janitorial School which was conducted during the months of June and July. A thorough course in heating and ventilating was successfully completed. This is the second course offered in these subjects and it is reported that the school is enjoying a remarkable success. A continuation of this type of instruction to our school janitors will prove most beneficial to the department as a whole.

Miss Katherine Gartland, stenographer in the Department of Texts and Libraries, is convalescing from a period of illness in the Santa Cruz Mountains. It is hoped that the recovery will be speedy and complete.

With the vacation season at hand, we find that our employees are thrilled with the prospects of long-dreamed-of journeys to distant places, or with the memories of pleasant days already spent. Time and space do not permit the mentioning of the vacation joys of each one, but we know from reports already received from those who have "lived the days" that volumes could be written telling vivid tales of adventure and romance rarely heard even in the realm of "talkies."

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SAN FRANCISCO, CALIF.

Coroner's Annual Report

By Dr. T. B. W. Leland

Coroner, San Francisco

THE annual report of Coroner T. B. W. Leland, submitted to the Mayor and Board of Supervisors, revealed that 2074 cases passed through the Coroner's office for the fiscal year July 1, 1929, through June 30, 1930, for investigation.

Of this number 123 deaths resultd from motor vehicle fatalities which occurred in San Francisco and twenty from motor vehicle fatalities which happened outside of San Francisco, the victims having died in local hospitals. Of these motor vehicle deaths 102 were males and twenty-one females, eighty-five were pedestrians, seventeen occupants of vehicles, sixteen drivers, three were on motorcycles when collisions occurred with automobiles, one on skates and one on a bicycle. It is interesting to note that there were 104 male drivers and but eight female drivers and eight hit-and-run drivers.

Ninety-seven deaths were caused by pleasure cars, fifteen by automobile trucks, five by taxicabs, two by jitneys and one by auto-bus. Analyzing these deaths through information received at inquest, it was found that forty-three of the deaths were due to carelessness of the motorist, forty-six to the carelessness of the adult pedestrian, eleven through the carelessness of the child pedestrian, three through the carelessness of the occupant of the automobile, six to the carelessness of the contributor. Fourteen deaths, on account of insufficient evidence, could not be definitely analyzed.

Of these forty-three deaths due to the carelessness of the motorist we found that ten were due to excessive speed and eight to hit-and-run drivers. Of those charged to the carelessness of the adult pedestrian, sixteen deaths were caused by crossing between blocks, six to inattention and four to intoxication. There were thirteen drivers under twenty years of age who caused deaths.

There were twelve deaths attributable to street car accidents, of which eleven were charged to the Market Street Railway and one to the Municipal Railway. The California Street Railway had no fatalities.

There were twenty-four deaths as the result of murders, of which eleven were at the hands of party or parties unknown to the jury. During the fiscal year 269 persons committed suicide, 217 males and fifty-two females. The most common means chosen by suicides was gas, which caused ninety-six deaths, gunshot cases following with sixty-three deaths. The most common motive which occasioned the suicides follows: Ill health 67, mentally deranged 57, overindulgence in liquor 17, financial difficulties 18. Two children 15 years of age took their lives and one 17, while thirty-five persons between the ages of 20 and 30 were suicides, fifty-seven between 30 and 40, sixty-three between 40 and 50, fifty-four between 50 and 60, forty-five between 60 and 70, eleven between 70 and 80, and two between the ages of 80 and 90 years.

Accidental deaths occurred as follows: 116 were caused by falls, thirty-five by gas poisoning, nine from drowning, three from gunshot and sixteen from burns.

There were fifty-nine deaths due to occupational accidents which happened in San Francisco and fourteen occupational accidents which happened out of San Francisco but where the death occurred in San Francisco. Of this number six were laborers, two carpenters, two electricians, two ironworkers, three roofers, four seamen, six stevedores, two window washers and three painters.

There were nineteen deaths due to acute alcoholism and thirty-three deaths where alcohol contributed to the death. Seven hundred and sixty-nine people died of natural causes. Of the total number of cases 2074, 594 were females and 1480 were males.

Eight hundred and sixty-eight jurors and 5101 witnesses were subpoenaed to the 1637 inquests held. There were 1617 transcripts filed with the County Clerk, which consisted of 8140 pages.

One hundred and thirty-nine toxicological examinations and 139 spectroscopic examinations of blood, and 208 pathological examinations were made, and in all 1559 autopsies were performed.

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Weights, Measures Department Report Shows Busy Year

Hon. James Rolph, Jr.,
Mayor of San Francisco,
and the
Hon. Board of Supervisors.

Gentlemen:

In presenting the report of this department for the tenth consecutive fiscal year ending June 30, 1930, as provided for in Sec. 9 of Article XVI of the Charter, the Sealer is pleased to relate that since taking charge of the Department of Weights and Measures of San Francisco, one unalterable ideal has guided his efforts to render efficient and economical service. This, however, can only be accomplished when the personnel of a department possesses those qualities which proceed from a heart and mind attuned to the work through love and understanding. Combine these qualities with tact and a goodly portion of old fashioned common sense and you have the local Bureau of Weights and Measures.

Substantial progress has been made in every phase of weights and measures work during the year 1929, always carrying forward its comprehensive program for improved service. Not the least part of that service, however, has been the cheerful, kindly and courteous attitude of the staff under all conditions, no matter how trying, which serves so much to establish the department in the good opinion of the public.

The Department of Weights and Measures is more than a phrase in San Francisco; it is a symbol of genuine character and a guarantee of service of exceptional quality. In keeping with its long established policy, this department pledges itself anew to use every possible means to protect the purchasing public. One of the greatest factors toward maintaining this high standard of efficiency is the annual conference held in Washington, D. C., where weights and measures officials from every state in the Union get together for discussion and exchange of views, taking up many complex problems. A

more complete service than that offered by the Bureau of Standards, with their efficient organization perfectly coördinated and their generous coöperation with state and county sealers is not to be found anywhere.

This department wishes to express its appreciation for the public confidence and coöperation that has made this splendid record possible.

Respectfully submitted,

THOS. FLAHERTY,
Sealer, Weights and Measures.

INSPECTIONS MADE

From July 1, 1929, to June 30, 1930

Type Scales	Sealed	Adjusted	Condemned	Confiscated	Totals
Counter scales	3,418	202	12	6	3,638
Spring scales	6,636	672	38	15	7,361
Computing scales	5,990	593	54	3	6,640
Platform scales	3,860	674	91	4	4,629
	19,904	2,141	195	28	22,268
Weights	25,672	39	9	31	25,751
Measures (lineal)	43,864		2		43,864
Measures (liquid)	67,991				67,993
	111,855				111,857
Pumps	4,024	302	94		4,420
Merchandise in containers reweighed	710,444		272		710,716
Milk bottles	7,797,515		Destroyed on premises 336,178		8,133,693

CONSTRUCTION TO START ON CENTRAL CITY WAREHOUSE

Construction of the new central city warehouse is expected to be under way in August.

An ordinance authorizing the call for bids on the first unit, to cost about $126,000, has been presented to the supervisors.

Methods of handling municipal supplies will be revamped with completion of the structure on the block bounded by Fifteenth, Harrison, Treat and Alameda streets.

Concrete Structure

The initial structure will cover half the block, which is served by two Southern Pacific spur tracks, and will be two stories and of concrete construction.

Supplies are now kept in nearly a score of places scattered throughout the city.

Centralization of the materials for almost every department may result in a saving to the city of as much as $250,000 a year through mass purchasing and handling and more efficient distribution to the various branches of the city offices.

Cost to Be $206,000

Supplies are at present being purchased by the city at the annual rate of $6,500,000.

The total cost of both units complete will be $206,000, according to plans and estimates which were originally started years ago by Supervisor Angelo J. Rossi, then chairman of the supplies committee.

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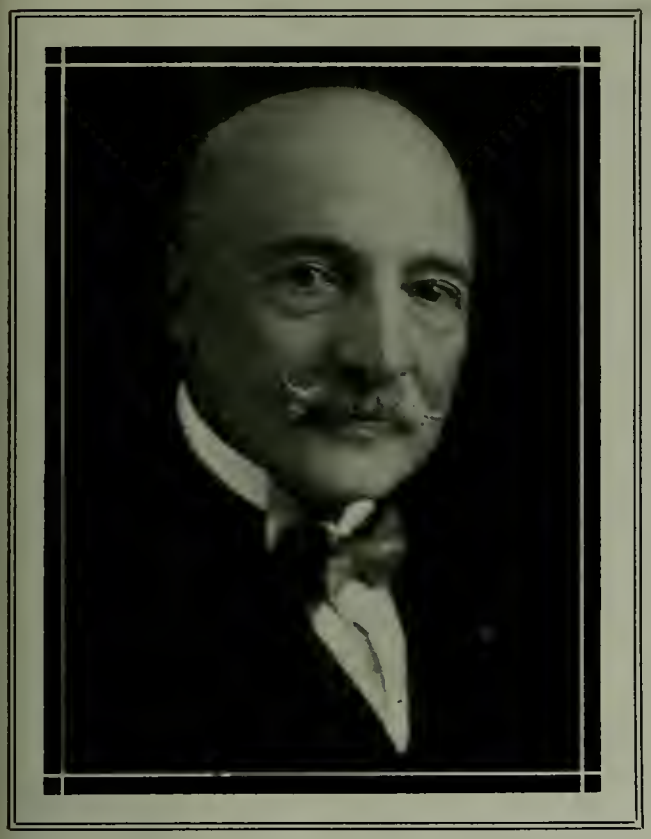

RECORDER'S ANNUAL REPORT

Fiscal Year June 30, 1930

By EDMOND GODCHAUX
Recorder

San Francisco, July 15, 1930

To the Honorable,
The Mayor and the Board of Supervisors,
City and County of San Francisco.

Gentlemen:

Pursuant to Charter provisions (Article XVI, Section 9), I beg to submit herewith a detailed report of the operations in the Recorder's office for the fiscal year ending June 30, 1930.

Cash Received

For recording and filing fees, fiscal year 1929,1930	$128,436.05
For desk rentals, fiscal year 1929-1930	750.00
Total for fiscal year ending June 30, 1930	$129,186.05

The recording and filing fees were collected as shown below during the twelve months:

July, 1929	$10,084.30
August, 1929	11,861.10
September, 1929	9,840.60
October, 1929	11,146.25
November, 1929	10,189.10
December, 1929	9,454.90
January, 1930	10,743.70
February, 1930	10,184.85
March, 1930	11,532.60
April, 1930	10,972.65
May, 1930	11,396.15
June, 1930	11,029.85

Department Salaries and Surplus

I am pleased to report that the year's operations in my department resulted in a substantial surplus for the city treasury. I have been enabled to produce this gratifying result only through the coöperation of my loyal office force and through the use of time and labor saving methods.

Total receipts, from all sources	$129,186.05
Total expended for salaries	114,215.58
Surplus earned	$ 14,970.47

The department continues to provide a great amount of service which, under state law, must be performed without the payment of recording or other fees. This class of work has been considerably increased during recent years, largely through enactments of the state legislature requiring departmental service, free of cost, for veterans of the late World War. The recorder's office can also make no charge for any service rendered to the city, state or any political subdivision thereof. The surplus earned by the department would be considerably augmented if regular fees were exacted for such services.

Papers Filed and Recorded

A classified list of all documents filed and recorded during the past fiscal year—a total of 76,458—and, for comparative purposes, the list for the preceding year is given below:

Instruments	1928–29	1929–30
Acceptances and abandonments of buildings	2,126	1,405
Agreements and covenants	1,473	1,207
Architects' certificates	10	14
Assignments of mortgages	214	205
Attachments, releases and executions	1,146	997
Bills of sale	451	489
Bonds	35	73
Builders' contracts and bonds	394	322
Certificates of redemption—state	5	13

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Certificates of residence	3	8
Certificates of revivor	16	9
Certificates of sale, assignments, redemptions	71	120
Decrees	469	713
Decrees establishing title	246	188
Deeds	16,265	14,087
Deeds of trust	12,555	13,546
Election expenses (statements of)	65	54
Homesteads, declarations and abandonments	708	679
Judgments, transcripts and surrenders	1,119	1,109
Leases, assignments and surrenders	833	603
Liens and releases of liens	3,290	1,747
Lis Pendens	470	430
Lis Pendens to establish title	202	192
Maps	26	17
Marriage certificates and licenses	6,071	6,024
Marriage re-records and declarations	72	66
Miscellaneous	5,069	4,588
Mortgages of personal property	1,386	1,329
Mortgages of real porperty	6,955	4,989
Notices of ownership	3	1
Notices of sale	1,153	1,197
Partnerships	68	67
Powers of attorney, revocations, etc.	330	325
Probates, decrees of distribution, etc.	1,149	1,116
Reconveyances	10,066	9,642
Releases of personal property mortgages	274	304
Releases of real estate mortgages	7,590	8,397
Sole trader		3
Street assessment bonds	202	156
Tax liens—U. S.	31	27
Totals	82,611	76,458

The inactivity in realty operations in this city, in the state, and throughout the nation, is a matter of common knowledge to all. This condition has been reflected in the operations of all recording departments. It is pleasant to note, however, that the general tone of depression and complaint in realty circles is now being replaced by optimistic hopefulness for the near future. Many realtors express the opinion that the worst is over, and that better times for realty holders and dealers will not be long deferred.

Deeds, as usual, again head the classified list of recorded documents. The total for the fiscal year just closed was 14,087, being 2178 less than the number recorded in the preceding fiscal year.

Deeds of trust, the next most numerous of papers recorded, follow with a total of 13,546, which is 991 in excess of the number recorded in the prior fiscal year.

The number of real property mortgages recorded during the year was 4989, a decrease of 1966, as compared with the number recorded during fiscal year 1928-1929. In earlier years the mortgage form of encumbrance was used in much greater proportion than the deed of trust form. These positions are now reversed—the number of deeds of trust recorded in past fiscal year being nearly three times the number of mortgages.

Marriage Licenses and Certificates

A preliminary report of the new Federal census of this city shows a gain in population, for the ten-year period, of more than 118,000. Within this time, also, this city and the entire nation enjoyed a wave of activity, progress and prosperity unknown to history. Notwithstanding the added population and the good times

prevailing the ten years failed to show any increase whatever in the number of marriages performed in this city and county. To add to the general gloom in this social consideration, it must also be noted here that in the fiscal year just closed the number of marriages performed in this city and county was less than in any year since the fiscal year 1911-1912—nearly two decades. The situation does not call for congratulations, but rather for serious regret. I must leave the analysis to those better qualified to consider this subject.

Following is the number of marriages for the past ten years:

Year 1920-21	7,395
Year 1921-22	6,617
Year 1922-23	6,936
Year 1923-24	7,018
Year 1924-25	6,771
Year 1925-26	6,839
Year 1926-27	6,963
Year 1927-28	6,190
Year 1928-29	6,071
Year 1929-30	6,024

Shown below is the classification of the 6024 marriages recorded during the fiscal year 1929-30:

The religious segregation, when indicated, was as follows:

Protestant	2,413
Catholic	1,542
Hebrew	210
Other religions	48
Civil (religion not indicated)	1,811
Total	6,024

The racial subdivision was as follows:

White	5,873
Colored	48
Chinese	55
Japanese	32
Other races	16
Total	6,024

The work of my department has been promptly handled throughout the year just closed, and the service extended to the public has been maintained, I believe, at a standard approved by all.

Inspection of my department is always welcome.

EDMOND GODCHAUX,
Recorder.

MAJOR CHARLES J. COLLINS NOW DE JURE REGISTRAR

After serving San Francisco for a year as de facto Registrar of Voters, Major Charles J. Collins now has become the de jure Registrar. All legal technicalities surrounding the former selection of Collins have been removed and he has received official appointment by the Board of Election Commissioners and is eligible to draw salary.

During the past year Major Collins has made an excellent record on the job and has amply demonstrated his ability to fulfill all the duties of a very arduous position in an entirely creditable manner. His host of friends in and out of the city family are congratulating him on his reappointment.

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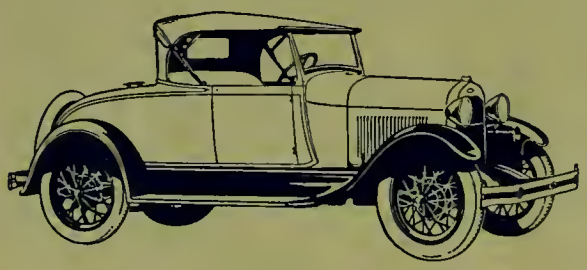

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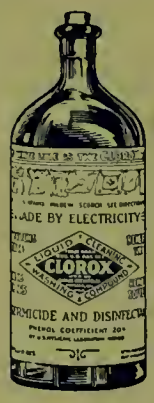

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SAN FRANCISCO CELEBRATES HARBOR DAY!

SAN FRANCISCO'S second annual Harbor Day on Thursday, August 21, under the auspices of the Junior Chamber of Commerce of San Francisco promises to be more spectacular than last year's tremendous celebration. Featuring parades by air, sea and land, yacht races, lifeboat races and the famous Olympic Cup cutter race between the crack crews of the Pacific Battle Fleet for the Olympic Club's perpetual trophy, the day will culminate in an evening devoted to gaiety. There will be fireworks from barges anchored off the Marina, general decoration along the waterfront, open house on the great liners in port and finally a grand illumination and searchlight display by the fifty warships anchored off the Embarcadero.

First Event of Day

The first event of the day will be the arrival under holiday flag dress of the pride of the Japanese merchant marine, the Chichibu Maru, which will steam into port at 8 o'clock, smashing all existing records for time between San Francisco and Japan and bearing in her hold a cargo of silk and gold valued at more than ten million dollars.

As particularly appropriate to the day, the mammoth Harbor Day parade will start at the City Hall headed by Grand Marshall Robert Dollar, the youngest old man in San Francisco. The cavalcade of city and state officials, ranking army and navy officers, 2000 or more bluejackets and a hundred gay floats, will proceed down Market Street over Montgomery, down California and along Drumm, Pacific and the Embarcadero past the reviewing stand at the ferry building to disburse south of Howard Street. This parade will take place during the noon hour and it is particularly fitting that the parade should lead to the Embarcadero, a scene of the most important part of San Francisco's Harbor life.

CHAIRMAN

GERALD J. O'GARA
Chairman of Marine Committee of Junior Chamber of Commerce, in charge of Harbor Day

Airplanes Will Soar

Overhead during the parade more than 100 airplanes are expected to soar in intricate evolutions heralding the interest that all forms of transportation are taking in Harbor Day. From 9 o'clock in the morning until late at night, hundreds of white winged yachts will compete for the cups and prizes offered for the Navy Week regatta, which promises to be the most important yachting event on the West Coast. This great program is sponsored jointly by the Corinthian Yacht Club and the Sports and Marine Committee of the Junior Chamber of Commerce. In the afternoon along the waterfront will pass colorful marine parade with almost 200 vessels of all types in line, with bands playing on tugs and barges and the smaller craft gaily decorated.

Mighty Demonstration

All of this mighty demonstration is based on the desire of the Junior Chamber of Commerce to enlist the sympathy and support of the citizens of San Francisco in the Har-

bor Day program which enumerates the ten points which are essential if San Francisco is to maintain her place as the leading seaport of the Pacific Ocean. The following are the ten points upon which our future as a maritime city depends.

Ten Points for Harbor Day Program

1. Passage of the ten million dollar California state bond issue for development of San Francisco harbor.
2. Installation of adequate fire protection on San Francisco's water front.
3. Endorsement of Rincon-Goat Island route to Oakland and properly financed highway bridge of adequate clearance to Marin County across the Golden Gate. Immediate building of the new Third Street bridge authorized by city and state.
4. Construction of mail contract merchant marine vessels in San Francisco Bay shipyards.
5. A campaign to sell the port of San Francisco to shippers and travelers.
6. Development and enlargement of yacht harbor and aquatic park in San Francisco.
7. Proper shipside storage facilities and reasonable rates with proper warehouse receipts.
8. Extension of hours for inspection of vessels entering and leaving the port.
9. Coöperation with Pan-American Trade Conference and all northern California for development of foreign trade.
10. Establishment of Sunnyvale dirigible base.

NIGHT-TIME CAN BE PLAY-TIME!

Night Activities Of San Francisco Playgrounds

By RAYMOND S. KIMBALL

Supervisor, San Francisco Playgrounds and Community Centers

WITH nine community center playgrounds in San Francisco sponsoring evening programs in recreation on an average of four evenings a week, the schedule of evening recreation work offers a most interesting field in itself. Catering to an average weekly evening attendance of nineteen hundred children and grownups, these nine playgrounds distributed throughout different parts of the city present a varied program of activities. On the existing program almost every type of competitive, creative and organized club activity is personally supervised, organized and encouraged by the San Francisco Playground Commission. Athletic, dramatic and organized club work is carried out on every playground on their regular schedule of activities, while in addition to these musical groups are to be found on four grounds in particular.

In programs of athletic activity, basketball, indoor baseball, tennis, and in the summer months twilight baseball leagues are carried out as a part of the evening program. Interplayground games in these activities are organized by the directors in charge of the playgrounds and a regular schedule for competitive athletics maintained throughout the year. On one playground in particular outdoor activity has been made possible in the evenings through the installation of a brilliant illuminating system. On this playground tennis, football and baseball are played in the evening with the aid of electric lights. Attendance at this ground far surpasses that of any other.

Dramatic Work

Dramatic work is carried out on every playground. Groups interested in this activity are for the most part composed of grownups and younger people above 17 years of age. In this particular branch of the work exceptional results have been obtained. In a recent program sponsored by the commission in conjunction with the Christmas week festivities, one evening group presented a series of exceptionally well executed Nativity plays which were accorded considerable newspaper commendation. This group was composed entirely of young working men and women between 17 and 21 years of age.

NIGHT ACTIVITIES, SAN FRANCISCO PLAYGROUNDS
Social Dancing Group, Jackson Playground Community Center

Popular Evening Activity

Dramatics is by far one of the most popular of evening club activities in that almost every club organization at one time or another attempts something in the way of drama as an entertainment feature. On one playground a dramatic group composed almost entirely of mothers of playground children has now been in existence for over two years. This group, meeting regularly in the evenings in the playground clubrooms, presents plays at regular intervals throughout the year. Dramatic groups are to be found on every community center playground throughout the city.

Musical Activities

Musical activities, although not quite as popular as dramatics, are to be found on four out of the nine evening recreation centers. On one community center playground situated in the heart of the Italian settlement a group of thirty-five young Italian boys have been organized into a glee club. Another separate group on the same playground has enrolled twenty-five boys in a harmonica club. In another section of the city there is a girls' glee club, and in still another a group of mothers have been combined in a glee club for grownups sponsoring community songs and short musical programs.

A senior girls' glee club of thirty members, all between the ages of seventeen and twenty, is preparing a spring concert which they will present in the summer. Such is the interest in musical activities, and although the organization of this particular phase of the work is still in its infancy all present indications point strongly toward a rapid increase in the number of clubs in this field.

Organized social clubs present a varied field of activity in themselves. On some playgrounds this type of club is a combination of athletic and social functions. During the winter months athletic clubs may continue to hold meetings on the playgrounds during the evenings, conducting socials, whist parties, or an occasional dance program. Club members and parents of club members attend these functions, thus establishing close contact between playground and community. The department has recently experimented with Friday Night Dances on several playgrounds throughout the city and has thus far found them most satisfactory. Attendance records show a retinue of over two hundred children and parents attending these functions.

Other organized clubs meeting regularly on different playgrounds are of varied types. One group is interested in clog and tap dancing, another in tumbling work, still others in Boy Scout or Camp Fire activities. Any number of interests and endeavors are represented in wide range of activities. These various activities, encouraged and directed by each playground instructor, are closely supervised.

Present Schedule

Under the present schedule of evening activities on community center playgrounds, the San Francisco Playground Commission is endeavoring to maintain as well balanced and appealing programs for evenings recreation as possible. Although this particular branch of the work is still in an embryonic stage, the department is continually striving to establish a firm foothold for itself in this comparatively new and pioneer field of community center playground work.

PEGGY MEANEY WINS AT FLEISHHACKER!
Our own "Peggy," second from left, wins exciting 220-yard dash at world's greatest pool, August 3, 1930

SWIMMING MEET

BRINGS CHAMPS TO SAN FRANCISCO

SAN FRANCISCO swimming enthusiasts will be afforded their first opportunity of seeing Helene Madison, the world's greatest woman swimmer in the Far Western swimming meet to be held at Fleishhacker Pool September 6 and 7.

Through the efforts of Henry Ingwersen of the city's auditing department and also Pacific Swimming Commissioner, the outstanding swimmers of the present day have accepted the invitation to compete in this meet. Miss Madison holds all the world's records for swimming events in the free style from 100 yards to 880 yards, and in the national championships recently held in Long Beach she won all five of the events entered.

SUPERVISOR JEFFERSON E. PEYSER
Chairman, Citizens' Committee

Besides Helene Madison in the events to be held at Fleishhacker Pool, Buster Crabbe and Zorilla, the two most outstanding of men swimmers of the present day, will compete. In the diving championships Harold Smith, the national champion low board diver, and Farid Sinika, the Egyptian who holds the senior national high diving championship, will be among the competitors.

In adition to the above the Los Angeles world championship girls relay team will attempt to set new records. There will also be teams from Hollywood, Pasadena, and team representing the several athletic clubs of San Francisco, including the Olympic Club, the Athens Club, and the Neptune Beach Club. Teams representing Stanford University and the University of California and other western colleges will be among the competitors. In all it is estimated that there will be more than 125 swimmers competing in this meet.

The list of events for the meet is as follows:

For Men

One hundred meters free style; 400 meters free style; 800 meters free style; 200 meters breast stroke; 200 meters back stroke; 300 meters medley; fancy diving, 10-ft. springboard; fancy diving, high board; 800 meters relay.

For Women

One hundred meters free style; 200 meters free style; 300 meters medley; fancy diving, 10-ft. springboard; 100 meters free style, open junior.

As the events are all of standard length any world's records established will be recognized.

The Far Western Swimming Championship meet is held under the auspices of the Pacific Association of the Amateur Athletic Union of which Henry Ingwersen is the swimming commissioner. Others in charge of the meet are Joseph R. Hickey, athletic director of the Park Commission; William M. Coffman, president of the association; Frank R. Geis, secretary-treasurer; Sam Goodwin, chairman of the Finance Committee, and Malcolm MacDonald, chairman of the Registration Committee. Coöperating with this body for the success of the meet is the citizens' Committee, of which Supervisor Jefferson E. Peyser is the chairman and City Auditor Benning Wentworth is the treasurer.

VETERAN

HENRY INGWERSEN
Commissioner

SUMMER SYMPHONY NOW IN FIFTH YEAR

SAN FRANCISCO Summer Symphony is now in its fifth year, each year having made it more familiar to San Franciscans, and, in fact, to the world at large, as a unique San Francisco institution.

On account of the equitable summer temperature in San Francsico orchestral programs can be given throughout the summer months of July, August and September indoors, and that this is appreciated by the public is evidenced by the great attendance at the concerts, the audience averaging seven thousand at each performance.

Programs Every Tuesday

The programs are given every Tuesday evening in the San Francisco Exposition Auditorium with the full complement of the San Francisco Symphony Orchestra under the baton of distinguished visiting conductors.

Among the outstanding conductors who have been heard in San Francisco as a result of the Summer Symphony Association's activities, are Bruno Walter, Ossip Gabrilovich, Eugene Goossens, Albert Coates, Emil Oberhoffer, Bernardino Molinari, Willem Van Hoogstraten, and Arthur Rodzinski.

Among Local Conductors

Among local conductors who have presented programs for the Summer Symphony are Alfred Hertz, who for four years directed the Winter Symphony programs, Gaetano Merola, director of the San Francisco Opera, Alfred Hurtgen, Giulio Minetti, Vladimir Shavich, and Ernest Block, composer of the symphony, "America."

In this year's series we have yet to hear Enrique Fernandez Arbos, the distinguished Spanish conductor, and Antonia Brico, the University of California girl who has been developed as an orchestral conductor under the tutelage of Carl Muck of Berlin. And the season ends with the return of Alfred Hertz, who will present Beethoven's Ninth Symphony with the Municipal Chorus.

It is an inspiration to San Franciscans to see the response to these programs, and nothing better advertises the city than the broadcasting of the programs, which for this reason have been described and analyzed by Alexander Fried, music critic of the San Francisco Chronicle.

Officers of Association

The officers of the Summer Symphony Association are Joseph S. Thompson, president; John Rothschild, first vice-president; Mrs. Lillian Birmingham, second vice-president; Albert A. Greenbaum, secretary-treasurer; Alfred Metzger, chairman music committee; Tom C. Girton, manager.

The generous and intelligent attitude of Supervisors Jefferson Pey-

ser of the Financial Committee, and Emmett Hayden of the Auditorium Committee, backed up by their associates on the board, has made this feature of San Francisco life possible.

It is to be hoped, of course, that the audience grows to the point where the Summer Symphony will be entirely self-supporting even though the tickets are sold in the form of season books, which makes the rate only 50 cents for the best seats in the auditorium. The season ticket books can be turned in so that those attending all the concerts can have their regular seats throughout the season at this singularly low price.

Part of the success of the Symphony is of course due to the fact that the Musical Association of San Francisco maintains the orchestra throughout the winter and that the Philharmonic Society of San Mateo coöperates with the Summer Symphony Association by employing the orchestra and conductors for eight Sunday afternoon concerts during the summer, making the arrangement more practical and attractive for the members of the orchestra and the leaders. A measure of coöperation is also established between the organizations in San Francisco and the Hollywood Bowl of Los Angeles.

J. EMMET HAYDEN
Chairman, Auditorium Committee, Board of Supervisors

Books, Brokers and Stocks

By ANNE M. FARRELL
In charge of Fiction Department, Public Library

BEFORE the stock crash of a year ago, the layman purchased his stocks more or less haphazardly, without too close investigation, hoping only that the turnover would be speedy and lucrative, and not inquiring particularly whether the company was stable or well financed. It was often the casual reference of a friend concerning a certain stock that determined his investing, or the questionable "hunch" of the amateur that certain stocks were bound to rise.

Not so today. In this stock-enlightened era the burnt investor, while healing his wounds, respects the power of the fire that has scarred him, and determines not to be scorched again. He investigates his prospective stocks, reads books on the subject, and studies assets and liabilities with the acumen of a professional. No longer is he to be a pawn in the fiery maelstrom of poor values. If the man with millions of dollars at his disposal makes the stock market a life study, the man with a few hundreds of dollars has decided to clear a small path through the financial maze for himself, and in this he may be aided by reading.

Business experts and financial analysts have been quick to take advantage of this trend, and as a result the book publishers of the country have been fairly deluged with volumes on finance, stocks, business, bonds, investments and a half dozen other allied subjects. That there was a decided need for this service is proved by the many books of this nature that are now on the reserve list in the public library.

One of the best authorities on the present stock question is Glenn G. Munn, security analyst for Paine, Webber and Company. He is the author of many noted books on finance, among which is the "Encyclopedia of Banking and Finance." In his new volume, "Meeting the

Bear Market," some very entertaining chapters are to be found, for example: The 1929 Stock Dèbâcle, Causes of the 1929 Stock Crash, How High Were Stocks? How Low Did They Go? Brokers' Loans, Market Technique.

Discusses Causes of Panic

In "The Stock Market Crash and After," Irving Fisher, a member of the faculty of Yale University, discusses the causes of the panic, and the remedies and preventives of panics in general. In the introduction to his book Professor Fisher states the many reasons given for the recent crash, each authority having his own particular theory—some blaming it on the stock gamblers, others on the blocking of the tariff bill in Congress, and still others on "the brokers and their unholy ways."

Probably the most interesting of all of the newer books on the stock situation is an anonymous volume called "Watch Your Margin," with an introduction by W. E. Woodward. It is compiled in the form of letters that pass between Uncle Joe and his nephew George. It is admittedly written by one of the ablest stock brokers of the last twenty years, who chose to remain cloaked in anonymity to avoid the publicity that would ensue should he have signed his own name to the book. It is prepared in a popular style, lacking everything dull and trite, and deftly gives some intelligent pointers "in the great game."

"Beating the Stock Market," by R. W. McNeel, financial editor of the Boston Herald from 1912 to 1922, demonstrates the wisdom of taking advantage of a low market, and contains chapters labeled, Reason vs. Instinct, Stop-Loss Orders, Enthusiasm and Haste. For the uninitiated this little volume is quite readable. Mr. McNeel has eliminated all unnecessary technical allusions, and has attempted, and admirably succeeded, in writing a book that will assist those who are searching for unbiased advice in their financial investments.

Concerned with Biography

Although it is primarily concerned with his biography, Richard D. Wyckoff's "Wall Street Ventures and Adventures Through Forty Years" is a fascinating account of the financial district of New York and the stock market. Wyckoff, the founder of a financial sheet, "The Ticker," was for several years the editor of The Magazine of Wall Street, in addition to which he maintained the Wyckoff analytical staff. A footnote in the book contains the interesting information that Wyckoff was intimately identified with the stock market for nearly one-third of its existence (the Stock Exchange was founded in 1792, so that in 1928 it was 136 years old, and Mr. Wyckoff was affiliated with it during forty years of this time).

"Mystery Men of Wall Street," by Earl Sparling, contains several essays on the so-called "big men" of the financial world, with entertaining details of their lives.

Other Books on Subject

Other books on this most timely subject, which space forbids more than a mention, are: "The Art of Speculation," by Philip L. Carret; "Understanding the Stock Market," by Alliston Cragg; "Making Money in the Stock Market," by Orline D. Foster; "Wall Street," by Charles F. Hodges; "Commodity Exchange," by Julius Bernard Baer, and "Stock Exchange from Within," by William C. Van Antwerp.

When one realizes that stocks have crashed before and righted themselves, and business depressions have been with the financial world since the very inception of trade, one becomes less inclined toward financial hysteria, and is able to go about the building for tomorrow's business with a level head, confidently awaiting the upward rise in the stock market.

Length of School Day

At a meeting of the Board of Education of June 24 the following recommendations concerning the length of the school day were adopted:

In order to fix the length of the school day for grades one and two and to establish the length of the school day for all teachers in the elementary schools, it is recommended:

That grades one and two are to observe the following schedule: 9 a. m. to 11:45 a. m., 1 p. m. to 2:15 p. m., including the required recess periods, the final dismissal bells for grades one and two to be at 11:50 a. m. and 2:20 p. m., respectively.

That all teachers in grades kindergarten to the eighth, inclusive, in elementary schools, are to report to their respective schools not later than 8:45 a. m. and are to remain until 3:15 p. m.

The teachers in grades kindergarten, one and two are to be programed by the principal during the period 2:15 to 3:10. The type of service to be programed by the principals shall be determined by the principal in conference with the teachers in order that the needs of the school shall be best provided for.

The time schedule for the daily session for pupils of all grades three to eight, inclusive, in the elementary schools to remain as at present.

SAN FRANCISCO SCHOOL CALENDAR FOR 1930-1931

The approved calendar for the school year 1930-31 is reprinted below and should be carefully preserved by teachers for purposes of reference.

The calendar shows a total of 193 actual teaching days and three Institute days, a total of 196 days—88 teaching days in the fall term and 108 in the spring term.

From the date of opening, August 11, schools will continue for 44 consecutive weeks, including holidays within this period, and will close on June 12, 1931.

Calendar by Months—Fall Term

Month No.	Dates	Days Taught
1	August 11 to September 5	19
2	September 8 to October 3	19
3	October 6 to October 31	20
4	November 3 to November 28	17
5	December 1 to January 2	13*
	Total Teaching Days	88

School Holidays, State Law; September 9, Admission Day; November 11, Armistice Day; November 27, Thanksgiving Day; December 25, Christmas; January 1, New Year's.

Holidays, Action of Board of Education: September 1, Labor Day; November 28, Day following Thanksgiving; December 15, 16, 17, Institute; December 18 to January 4, Christmas Vacation.

Spring Term

Month No.	Dates	Days Taught
6	January 5 to January 30	20
7	February 2 to February 27	19
8	March 2 to March 27	20
9	March 30 to April 24	15
10	April 27 to May 22	19
11	May 25 to June 12	15
	Total Teaching Days	108

School Holiday, State Law: February 23, Monday following Washington's Birthday.
Holidays, Action of Board of Education: March 30 to April 3, Easter Vacation; May 1, May Day.
* Includes Institute, 3 days.

THOMAS A. MALONEY

SENATOR AND PROGRESSIVE CITIZEN

EDITOR'S NOTE: *Being the second of a series of articles on distinguished San Franciscans.*

SENATOR Thomas A. Maloney, who is seeking re-election as the lone Senator from San Francisco, has well demonstrated during his terms in the legislature that he is well qualified and experienced to be re-elected to the Senate again, where, under the new reapportionment plan, one man will represent the entire city.

The Senator is naturally possessed of that fighting spirit which one must possess to obtain results at Sacramento.

Has Taken Initiative

He has taken the initiative on all progressive and humanitarian legislation that has proven its worth to the people of this state.

Senator Maloney is honest and efficient, and gives very much credit to the other members of the San Francisco delegation for their parts in enacting laws on behalf of the good people of this city and state, not claiming all the credit himself.

He voted for the bills which would give to this community and to the metropolitan area a transbay bridge.

He also voted for the legislation which had to do with the removal of the hazardous grade crossings.

He voted for the Islais Creek reclamation bill, which created a district wherein land could be reclaimed so that San Francisco would be in a position to invite industry to situate here, and thus bring to this community much-needed payrolls. That work is now 75 per cent completed.

One of Legislators

Senator Maloney was one of the leading legislators who played a most important part in legislation that had to do with the giving to the State of California some of the best highways in the world, including the Bay Shore Highway.

He is the author of the Harbor Bond Issue Act which is on the ballot to be voted upon by the people of this state.

This act provides for a ten-million-dollar bond issue, the money to be used for the development of this port.

Bonds Are Redeemed

The bonds that are sold are redeemed from the income from tolls, wharfage, etc., and no part of the people's money is used in supporting this bond issue, and, in view of the fact that this harbor is now in competition with other ports of the State of California, the Senator is urging the good people of San Francisco to get behind this bond issue so that money will be available to build new piers, wharves, etc., and

thus help relieve the unemployment situation that now confronts us.

Senator Maloney has sponsored and fought for a great many more laws in the interest of the people of this state and city, and San Francisco should reward him by re-electing him as the lone Senator from this community.

Senator Maloney was honored by the Federal Government by being appointed as the Supervisor of Census in San Francisco, which census was endorsed by the Chamber of Commerce, Californians Incorporated, labor organizations and all civic and fraternal societies in San Francisco, and proclaimed by them to be one of the most accurate census ever taken in the United States.

Some Fire Department Notes

During the month of July the following leaves of absence were granted by the Board of Fire Commissioners:

To Philip Diez Jr., 15 days to leave the city on the advice of his physician; to Edward F. Downs, driver of Chemical No. 12, one week without pay; to J. N. Dearing, driver Water Tower No. 1, ten days without pay to leave city in order to visit lifelong friend who is seriously ill.

The following permanent appointments were made by the board: Walter J. McKenna, appointed captain, effective July 22; Arthur S. Oliva, appointed permanently to be member of fire department, effective July 23; Harry J. Weindorf, permanently appointed member of department, effective July 5.

The following officers were appointed on probation: Thomas A. Boyle, effective August 5; Frederick H. Keller, effective July 22; William Thielmeyer, appointed probationary marine engineer, effective August 14; Calvert Desmond, appointed probationary carriage and wagon painter, Corporation Yards, effective August 12.

Transfers were made as follows among the members of the fire department: Lieutenant John L. Pruyn of Truck No. 3 was transferred to Engine No. 9; Howard Carroll transferred to hoseman Engine Company No. 2; Hugh J. Quinn transferred to driver Truck No. 5; J. A. Cafferty, lieutenant Engine Company No. 4, to Engine Company No. 2; Charles Long transferred to truckman, Truck Company No. 13; Relief Lieutenant John J. Webb, Truck Company No. 11, transferred to Company No. 4; J. H. Bailey transferred to hoseman, Engine Company No. 27.

The following fire boxes were installed during the week of August 4: Box 4134 at Golden Gate Avenue and Scott Street; Box 8524 at Brentwood and Hazelwood streets; Box 3513 at Post and Webster streets; Box 8366 at St. Charles and Belle avenues.

On July 31 Fire Boat No. 2 gave a demonstration to the delegates of the convention of California State Firemen. Another demonstration was given by Fire Boat No. 2 on August 9 to the delegates to the Eagles' convention.

Sprinkling System In Use On Great Highway Largest In World

One of the many tributes in San Francisco to the workmanship of John McLaren, superintendent of Golden Gate Park, is the remarkable improvement of the landscape along the Great Highway. It will be remembered that a few years ago this now beautiful parkway was an area of waste sand dunes. Now however, by means of expert landscape gardening and modern high grade materials, this highway is known as one of the world's most scenic drives.

In use along the Great Highway serving to keep its present beauty is a sprinkling system said to be the largest in the world, it being five and one half miles in length (30,000 ft.). The sprinkling system is operated in 150-feet sections by separate valves with spray nozzles every two feet, throwing water forty-five feet on the main parkway and twenty-five feet on the lawns.

The sprinkling system was installed by the Pacific Irrigation and Sprinkler Company and the pipe was furnished by the C. G. Claussen Company.

SCHOOL DEPARTMENT NOTES

The following appointments to San Francisco elementary schools were made by the School Department recently:

Miss Bessie Hogan to the Laguna Honda School; Mrs. George O'Brien to the Parkside School.

News of an unfortunate accident of a member of the school department and her party recently reached the school department. Miss Mae Fogarty, stenographer in the secretary's department, who left on August 16 on a motor trip to Vancouver, together with four friends, suffered slight injuries and a severe shock when their car was overturned near Redding, California. The school department expresses its sincere regrets and hopes for a speedy recovery.

OUR PERMANENT ART GALLERIES

Beaux Art Galerie, 166 Geary St.
East-West Gallery, 609 Sutter St.
de Young Museum, Golden Gate Park.
Courvoisier Gallery, 474 Post St.
Gump Galleries, 246 Post St.
Legion of Honor Palace, Lincoln Park.
Paul Elder Gallery, 239 Post St.
Valdespino Gallery, 345 O'Farrell St.
Vickery, Atkins & Torrey, 550 Sutter St.
Worden Art Gallery, 312 Stockton St.
Schwabacher-Frey Gallery, 735 Market St.
Workshop Gallery, 536 Washington St.

SAN FRANCISCO WATER

SAN FRANCISCO WATER DEPARTMENT
425 Mason Street
Telephone: PRospect 7000

NELSON A. ECKART, General Manager and Chief Engineer.
JOHN D. SHARON, Auditor.
WILLIS O'BRIEN, Supervising Accountant.
T. W. ESPY, Engineer Water Production.
I. E. FLAA, Hydraulic Engineer.
GEO. W. PRACY, Superintendent City Distribution.
G. J. DAVIS, Superintendent Peninsular System.
A. W. EBRIGHT, Superintendent Alameda System.
FRED W. ROEDING, Superintendent Agricultural Department.
V. E. PERRY, Manager Water Sales Department.
W. D. RYDER, Supervisor Consumers Accounts.
H. TEMPLEMAN, Manager Docks and Shipping.
J. H. LePLA, Purchasing Agent.
GEO. E. FANNING, Photograph Department.

THE July report of Nelson A. Eckart, general manager of the San Francisco Water Department, issued to the Department of Public Works, shows a net income for the month of $271,773.04, which is $85.23 cents less than that of the previous month.

The gross earnings for the month were $610,849.55, of which sum sales of water in San Francisco contributed $544,639.20, with sales outside the city amounting to $51,709.79.

The total expenses for July amounted to $339,076.51, of which the principal items were as follows: Bond interest, $150,000, and operating expenses, $130,103.62.

Hetch Hetchy aqueduct rental was to the amount of $20,868.33, and taxes to the sum of $26,400.

Of the net income appropriations for additions and betterments were made of $79,563.33 and appropriations for bond redemption to the amount of $83,333.33, leaving a profit and loss balance of $108,876.38.

The number of men employed in the construction division increased to 136, or 14 men, and in the operating division there was an increaes of 35, making a total of 527 men employed for the month.

The detailed report is given below:

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES

July 31, 1930

Earnings—	This month	Increase over last month	Total since June 30
Water sales—S. F.	$544,639.20	$ 28,312.31*	$544,639.20
Water sales—Outside of San Francisco	51,709.79	2,025.93	51,709.79
Rents from lands and buildings	13,212.83	9,220.76	13,212.83
Int. on fund balances	1,287.73	406.38*	1,287.73
Total earnings	$610,849.55	$ 17,472.00*	$610,849.55
Expenses—			
Operating expenses	$130,103.62	$ 14,151.48	$130,103.62
Uncollectible water bills	539.44	107.24*	539.44
Depreciation	5,000.00	.....	5,000.00
Taxes	26,400.00	27,573.10*	26,400.00
Hetch Hetchy Aqueduct rental	20,868.33	34.99	20,868.33
Misc. land rental	.....	65.00*	.....
Bond interest	150,000.00	3,750.00*	150,000.00
Amortization of debt expense	3,919.60	20.48	3,919.60
Walnut Orchard exp.	729.41	813.13	729.41
Agric. Div. expense	1,516.11	911.51*	1,516.11
Total expense	$339,076.51	$ 17,386.77*	$339,076.51
Net income	$271,773.04	$ 85.23*	$271,773.04

Appropriations for additions and betterments	$ 79,563.33	$ 31,436.67*	$ 79,563.33
Appropriations for bond redemption	83,333.33	83,333.33	83,333.33
Bal for profit and loss	$108,876.38	$ 51,981.89*	$108,876.38

Construction Expenditures—

	This month	Previously reported	Total since March 3
Budget authorizations	$ 79,563.33	$444,000.00	$523,563.33
Expenditures—			
Normal extensions	$ 15,135.88	$ 96,594.05	$111,729.93
Upper Alameda Tunnel	40,448.83	98,210.26	138,659.09
Sunset Wells	12,027.43	32,686.44	44,713.87
Pleasanton Wells	6,564.82	507.11	7,071.93
General equipment	398.02	2,467.60	2,765.62
Crystal Springs Pump	17.30	.....	17.30
T'l constr. expend.	$ 74,492.28	$230,465.46	$304,957.74
To be expended under authorizations	$ 5,071.05	$213,534.54	$218,605.59

Employeess	This month	Last month
Construction Div.	136	122
Operating Div.	527	492

* Losses.

KENNEDY

for Water-Works Service

Waterworks superintendents all over the country can testify to the uniformly dependable service and trouble-free operation of Kennedy equipment. On the water supply and fire protection systems of hundreds of municipalities, Kennedy Valves and Fire Hydrants are giving thorough satisfaction, promptly responding to every demand. and efficiently meeting every emergency.

The big Kennedy line of water gates in sizes up to 60-inch for low, medium and high pressures, and for manual, hydraulic, or electric control, and Kennedy Fire Hydrants as well, are designed in accordance with the specifications of the American Water Works Association.

—⁘—

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—⁘—

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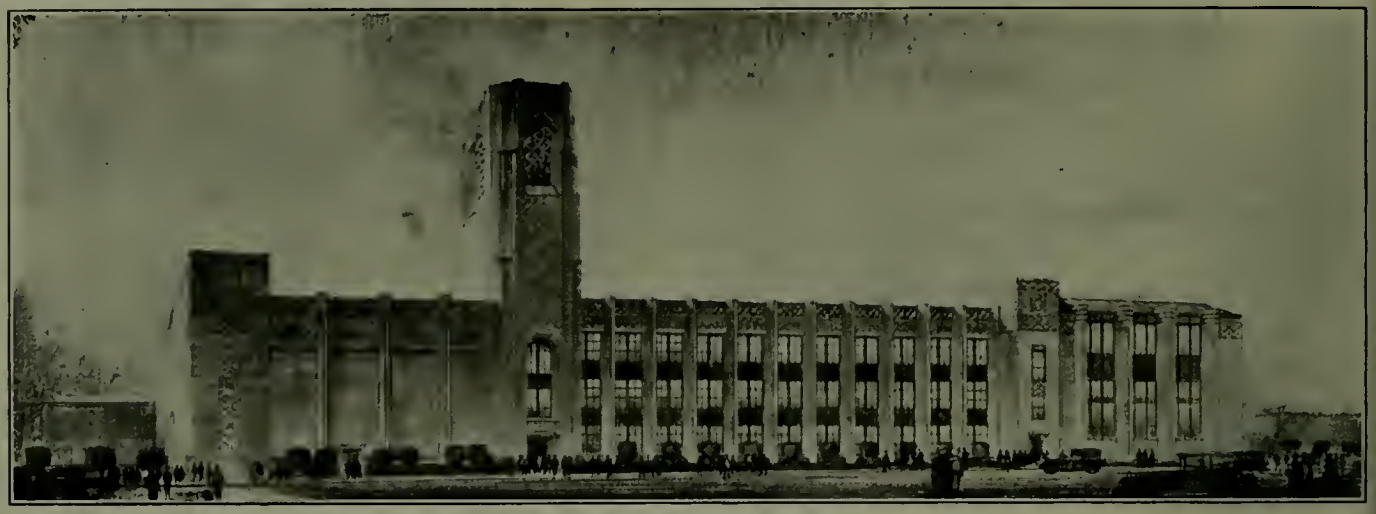

BEAUTIFUL ROOSEVELT JUNIOR HIGH SCHOOL

Two New Junior High Schools Open in Richmond District

THE opening on August 11 of the Park Presidio and Roosevelt junior schools made the Richmond district the first in which is completed the San Francisco school department plan of a city wide 6-3-3 system. When this plan is finally completed the city school systems will be made up of three units; six years of elementary school, three years of junior high school and three years of senior high school. Through the close cooperation of the contractors, Meyer Brothers and Jacks and Irvine, and the School Department, this plan is completely in effect in the Richmond district.

In Line with Plan

In line with this plan the pupils formerly located in the seventh and eighth grades of grammar schools and the ninth grades of the high schools of the Richmond district will be included in the new junior high schools. This will do away with the former crowding of those schools and will improve educational conditions in a great measure.

Within a year the new George Washington high school will be built in the Richmond district.

Already a magnificent 16-acre site has been selected and purchased by the city between Thirtieth and Thirty-second avenues and Geary and Balboa streets. Miller and Phflueger, well known San Francisco architects, who designed the new Pacific Telephone Building and the Stock Exchange, are working on plans to make this one of the outstanding high schools of the country. The building will cost more than $1,500,000 and will accommodate 25,000 pupils. The plans include a magnificent athletic field and playground, fully equipped gymnasiums, and an auditorium with a capacity of 2000 persons for school and civic use.

Total Cost $870,000

The Park Presidio Junior High School, built at a total cost of $870,000, is located in the block bounded by Twenty-ninth and Thirtieth avenues, Geary and Clement streets. The architect for this modern building was the firm of W. H. Crim, Jr., and the contractors were Meyer Brothers.

The building is of the Mission style with a stucco exterior, and walls of re-enforced concrete, as are the floors and roof slabs. The school is made up of four units as follows: (1) the main academic building, (2) the shop building, (3) the gymnasium, and (4) the auditorium.

The academic unit includes the administrative offices; the academic class rooms; the domestic science departments, which includes the cooking and sewing laboratories; and the choral and music departments.

In Shop Unit

In the shop unit are the machine and auto shops, the elementary woodworking department, the advance woodworking section, the sheet metal, the electrical and the printing departments. All the shops are fully equipped with modern machinery enabling the expert teaching of trades. In this unit also is the school cafeteria, with a seating capacity of 300 pupils. The lunch room can be cut off entirely from the kitchen after lunch hours by means of folding doors, making it available for meeting and study rooms.

The gymnasium, which makes up the third unit, is divided into two

(Turn to Page 252)

THOS. M. FOLEY

In response to the urging of citizens from every walk of life throughout the city, Thos. M. Foley filed as a candidate to serve on the Board of Freeholders which will undertake the task of writing a new city charter for San Francisco.

Mr. Foley is an attorney of high standing and has practiced his profession here continually since being discharged from the United States Army at the close of the war. He has been active, not only in his profes-

THOS. M. FOLEY

sion, but also in working for the welfare of world War Veterans, is a member of the American Legion, past president of County Council of Disabled American War Veterans, and has been endorsed by the War Veterans of San Francisco as a candidate for the Board of Freeholders. He has taken a close, constant interest in municipal government and has participated in the intensive study of the present charter which brought public attention to bear on the deficiencies of that document and which resulted in the call for the election of a Board of Freeholders.

Mr. Foley is an intelligent, high-minded man, who will make an honest effort to give the city the kind of charter it needs. His candidacy has been endorsed by labor leaders, professional and business men; the election of Mr. Foley as a Freeholder on August 26, 1930, will assure the readers of this publication and the employees of the City and County of San Francisco that their interests will receive his unbiased consideration.

Duncan Matheson recently returned from a trip East to the convention of the International Association of Peace Officers. Treasurer Matheson is one of the leaders of this association and was especially prominent in the convention, leading in the discussions and making several important speeches.

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FINANCIAL REPORT FOR MONTH OF JULY OF SAN FRANCISCO MUNICIPAL RAILWAY

The July financial report of the San Francisco Municipal Railway as handed in by Superintendent Frederick Boeken to the Board of Public Works shows total receipts of $277,995.02. Of this amount $274,545 was received in cash fares, and $3,450.02 in miscellaneous revenue made up of receipts from school tickets, special cars, and conductors' shorts. The average daily revenue for all lines was $8,967.58, which was $340.09 less than the average for the same month last year, or a decrease of 3.3/5 per cent. July 1 and 2 showed the largest returns of the month, both days averaging more than $10,000. The detailed report as handed in by Superintendent Boeken is shown below:

Municipal Railway of San Francisco Passenger Receipts

1930
July

1	$ 9,859.35
2	10,163.75
3	10,112.75
4	6,229.35
5	8,052.10
6	5,100.85
7	9,371.10
8	9,441.05
9	9,402.15
10	9,411.60
11	9,313.15
12	9,223.95
13	5,726.25
14	9,425.95
15	8,294.45
16	9,676.65
17	9,371.65
18	9,566.40
19	9,286.55
20	5,494.95
21	9,425.75
22	9,460.05
23	9,481.30
24	9,393.50
25	9,503.60
26	9,394.05
27	5,256.60
28	9,475.75
29	9,713.25
30	9,881.55
31	10,055.60
Total cash fares	$274,545.00
Miscellaneous	3,450.02
Total revenue	$277,995.02

Passenger Receipts by Lines

A	$ 20,975.90
B	35,885.05
C	24,562.05
D	20,222.15
E	16,333.75
F	24,681.10
H	17,673.80
J	24,020.80
K	23,795.50
L	23,565.95
M	801.80
N	30,641.20
Bus Route No. 1	2,832.95
Bus Route No. 2	2,529.65

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Bus Route No. 4	3,038.10
Bus Route No. 5	585.05
	$274,545.00

Miscellaneous

School tickets	$ 235.00
Government tickets	235.00
Special cars	89.50
Conductors' shorts	69.30
Miscellaneous	2,821.22
	$3,450.02

	Passenger receipts	Total all sources
Daily average, July, 1930	$8,876.57	$8,967.58
Daily average, July, 1929	9,256.81	9,307.67
Decrease	$380.24	$340.09
	4 1/10%	3 3/5%

WILLIAM H. GEORGE

William H. George, candidate for office of Freeholder at the coming election is a native San Franciscan, having been born and raised here. He is a man of wide business experience and possesses ample qualifications for the position.

He is general manager of the Henry Cowell Lime and Cement Company and has been with this same firm

WILLIAM H. GEORGE

or nearly fifty years. This company is a large property owner and Mr. George has had occasion to acquaint himself with real estate values and the needs of San Francisco and as a consequence states, "I believe that I am qualified to be elected a Freeholder to help construct a new charter for San Francisco, that will fairly take care of the needs of all our people."

Besides heading the Henry Cowell Lime and Cement Company, he is president of the Builders' Exchange of San Francisco and president of the National Association of Builders' Exchanges and an outstanding citizen of San Francisco.

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COUNTY CLERK'S OFFICE

How Canada is solving the liquor question will be discussed in City Hall circles soon when Deputy County Clerks W. J. Greely and Eugene Lacey return from their annual vacation. Greely and Lacey selected the various provinces of Canada for their vacation visit this year. They went together, and, it is reported, will return together.

Al Walcott, Deputy County Clerk, Mrs. Walcott and Almon Walcott Jr. are spending their annual vacation in Oakland.

"A change of climate was ordered for the baby," said Walcott, "so we decided on Oakland."

Charles Winter, Deputy County Clerk, almost became a famous personage. Had his wife's sister-in-law not decided to come to San Francisco from Martinez the other day, Winter would be known as a distant relation of the world's champion tree sitter of all time. But Mrs. Margaret Heine, Pacheco Road, Martinez, came to San Francisco to visit Mrs. Winter, and as a result Mrs. Heine's son's chances of being declared the world's best in the way of tree perchers were lost. Earl Heine, 11, had sat in a tree in the Heine back yard for three weeks. He refused all invitations on the part of his mother to come down. Just wouldn't think of it, he said, until he had hung up, or sat up, a record.

Then Mrs. Heine thought up a scheme. She decided to visit Mrs. Winter.

Two hours after Mrs. Heine arrived in San Francisco her son called on her. The refueling ship had failed. Another world's championship had been lost.

POLICE DEPARTMENT PERSONALS

Members of the San Francisco Police Department have issued a statewide challenge that Lieutenant John T. ("Fitz") Fitzhenry and Sergeant William ("Bill") Armstrong are the oldest in years and have the longest record of continuous service of any active California police officers.

Fitzhenry, 73 years, of 551 Grove Street, has spent nearly half a century on the local police force, now serving his forty-ninth active year. He is detailed to the chief's office and is considered to be one of Chief of Police William J. Quinn's most able men. Fitzhenry was appointed to the force May 11, 1882, at the age of 25, becoming sergeant in January, 1900, and lieutenant November 10, 1910. He is an expert on extradition proceedings.

Detective Sergeant Armstrong of 2786 Sacramento Street is 79 years of age and has served one year less than Fitzhenry. Armstrong serves on the "bad check" detail and is considered an authority in that line. He went on the force January 31, 1883, and was promoted to detective sergeant July 1, 1903.

Both have served under ten different police chiefs, and although the retirement age is 65, neither have a thought of retiring for a long time to come. Both officers are married and by a coincidence each has two daughters.

ARMSTRONG INDUSTRIAL HOSPITAL

At the corner of Third and Brannan streets, in the heart of the city's throbbing industrial life, is situated one of San Francisco's most valued establishments. At this corner the modern and fully equipped industrial accident hospital, operated under the skilled supervision of Dr. A. C. Armstrong, is located.

After five years of industrial accident practice in the South of Market district the great need of such an establishment to serve the mass of industrial workers there was firmly impressed in Dr. Armstrong's mind. As a result the hospital was built and was opened to the public in July, 1920. No expense was spared to make this plant one of the finest industrial accident hospitals in the country. Here medical attention of the highest type is given with utmost speed at all times.

In the person of Dr. Armstrong one finds a highly capable and specialized director of such an important project. He served three years with the medical unit of the British army in the World War and was decorated by both the British and French governments for his outstanding efficiency and effective service in caring for wounded soldiers.

Following the war Dr. Armstrong devoted two years to research study in the universities of London and Vienna. In London he made a careful study of the Parnell system as successfully employed in the industrial activity of Great Britain. This personal investigation of the Parnell system has made possible active coöperation between forward-looking employers of San Francisco and Dr. Armstrong in adapting the Parnell system to meet their individual needs. In this way Dr. Armstrong's hospital has been the means of continual improvement in efficiency and safety in industry among the industrial plants of San Francisco.

Besides intensive experience over a period of years, and exceeding professional knowledge Dr. Armstrong has offered the employers of the South of Market area a broad and comprehensive grasp of their needs in maintaining the efficiency of their workers and in eliminating all possible health hazards, so necessary in these times of internal reorganization in production.

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JUNIOR HIGH SCHOOL

(Continued from Page 246)

parts, a boys' and girls' gymnasium. Each section has a floor space of fifty-five by seventy feet, and a balcony seating 200 persons. There is a folding partition between the two which can be opened to make a single floor space, suitable for afternoon dances and other school and civic functions. The gymnasiums have the necessary offices and store rooms, and lockers and showers to accommodate all pupils. The gymnasiums are completely equipped with necessary apparatus for indoor gymnastics and sports.

The fourth unit is a steel frame auditorium with facilities to accommodate 900 persons. There is also a stage suitable for presenting plays and dramatics of all types.

The building is heated by low pressure boilers giving direct steam radiation.

Behind the school building there is a large play area with concrete and asphalt surface. The space has several basket ball courts for the use of pupils.

The Park Presidio Junior High School will accommodate 1600 pupils.

The Roosevelt Junior High School, accommodating 1200 pupils, is located on Arguello Boulevard north of George Street. The exterior is of common birck in texture design to fit the architecture of the surrounding buildings. The architects were Miller and Phflueger and the contractors Jacks and Irvine, both outstanding San Francisco firms. The walls and floors are of re-enforced concrete, and the building is entirely fireproof. All the class rooms, floors and corridors are covered with battle ship linoleum, while those in the shops are of cement, and in the gymnasium of maple.

In facilities the two junior high schools are almost identical, and both have the four units, namely, the academic building, the shops, the gymnasium, and the auditorium, as described above. The academical unit in the Roosevelt School has the same rooms as the Park Presidio. The shops have the same high grade equipment but is divided into only four sections, by combining the woodworking departments to one section and in the same way the electric and machine shops. The cafeteria in the Roosevelt building is located in the main academic unit and will accommodate 250 pupils.

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W. H. CRIM, JR., PASSES

W. H. Crim Jr., one of San Francisco's outstanding architects, died July 12, at the age of 51. The deceased was a native of San Francisco and was educated in the public schools here. He was a graduate of Lick School of Mechanical Arts and of the University of California.

On completion of his education Crim was employed for several

W. H. CRIM, JR.

years in the office of Percy and Hamilton, architects. Following this he accepted a position as head draftsman in the firm of Lewis-Pope Company.

In 1906, together with M. P. Scott, he formed the firm of Crim & Scott, which served the public for five years. He then bought out Scott and the firm of W. H. Crim Jr. was formed, which has continued to the present. With the death of Crim the firm will do business under the name of Crim, Resing and M'Guinness. Some of Crim's outstanding achievements as an architect are the new El Capitan Theater, the Park Presidio School, and the Sixth Church of Christ Scientist.

Among the organizations to which Crim belonged are the Shrine, the Bohemian Club, the Olympic Club and the Commercial Club.

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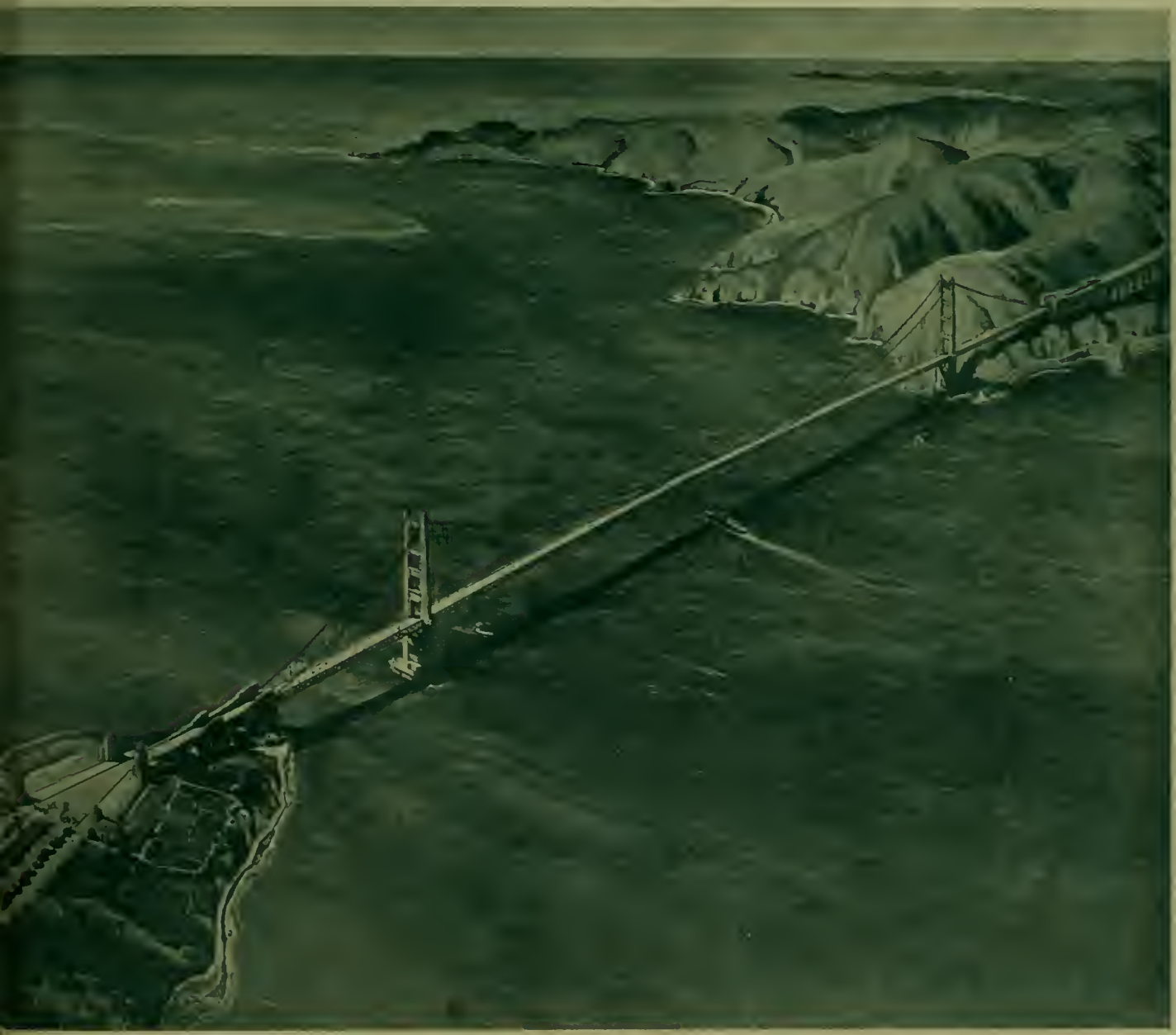

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WHY WAIT FOR TRAGEDY?

IF a fire started at the Ingleside County Jail, the inmates would die like rats—we would have another Columbus penitentiary holocaust."

Thus Sheriff William J. Fitzgerald, San Francisco's popular and efficient sheriff recently described the county jail at Ingleside where up to 600 minor offenders are housed in a structure erected over fifty years ago.

"With the exception of the outer walls, the building is of wood. And we haven't any water pressure. The prisoners wouldn't have a chance. They'd be trapped in their cells. They would be smothered and burned to death."

Sheriff Fitzgerald stated that to modernize and fireproof the jail would cost nearly as much as building a new jail and the problem of the location, the high cost of guarding etc., would still be unsolved.

These are only a few of the reasons why the people of San Francisco should pass the Jail Bond Issue that will be voted on at the November general election. In fact why they must vote in favor of a new jail, for San Franciscans could never forgive themselves if a fire did break out with the conditions as they are at the present time at the county jail.

By unceasing work in his spare hours, Sheriff Fitzgerald has tried to bring this message to the people of his home city. Luncheon clubs, civic societies and other organizations have heard his plea for a new jail and with the Ohio disaster he has redoubled his efforts so as to prevent a repetition of that terrible occurance in San Francisco.

The Sheriff's statement points out that the local jail is not only badly overcrowded but is also of obsolete design.

Prisoners locked in their cells would have little chance of escape in the event of a fire, even if the guards succeeded in unlocking each of the individual cells, declared Fitzgerald. He said:

"Shaped like a huge 'Y,' with the cells blocks in the two arms of the 'Y,' and a cupola in the center, with the only means of exit from the cells through the cupola and the stem of the 'Y,' the ancient structure offers an ideal site for a colossal tragedy.

WILLIAM J. FITZGERALD
Sheriff, City and County of San Francisco

"If fire ever broke out in the cupola, and began eating its way back into the cell blocks, every prisoner might be suffocated or burned to death.

"There is no master locking system. Every cell must be unlocked individually. Even if the guards could fight their way through smoke and flame to the 200 cells, it would take a long time to unlock them all and then the prisoners would still have to dash through the blazing cupola. Fire fighters would have to battle their way in by the same route.

"The jail was built in 1872 to accommodate400 prisoners. We had to pack in 583 at the peak period last year."

To care for the overcrowding, a loft was converted into a dormitory, Fitzgerald said. This he declared, has makeshift sanitary conveniences and like the rest of the jail, is badly ventilated and badly lighted.

Jail No. 3, the woman's jail at Balboa Park is still older and also a fire trap, Fitzgerald declares, this building was erected in 1858, prior to the Civil War, he says.

Steps are already being taken to transfer woman prisoners, averaging twenty to forty in number, to a new fireproof jail now being completed downtown as part of County Jail No. 1, the Sheriff added.

With the passage of the Jail Bond Issue and the erection of the new jail on a jail farm of approximately 150 acres, located in San Mateo county—a plan made possible by the legislature last year, Sheriff "Dick" Fitzgerald argues:

"It would give the prisoners healthful outdoor exercise, keep them from brooding and plotting, make them more cheerful and easier to handle and would fit them both in training and in improved physical condition to take jobs when they leave the jail."

San Francisco Must Vote "YES"

"An Airport to Match Our Seaport"

E. JACK SPAULDING
Chairman, Airport Committee

ON November 4th the voters of San Francisco will decide definitely what will be the future of their city in the newest and greatest of the fields of commerce, the commerce of the air. On that day by a two-thirds vote endorsing the $4,000,000.00 airport bond issue, they will insure San Francisco her rightful position as a leader in air transportation with an airport unsurpassed in the world in facilities and area, or by rejecting the bonds force "the metropolis of the West" to remain an inferior city in this respect, a city ten years behind the times in aviation. To those who boast that San Francisco is "the city that knows how" those who believe in the progress and greatness of their city there can be no choice. The airport bond issue must go over!

The plans drawn up by Mr. Archer of the City Engineer's office will fulfill the Department of Commerce requirements for an A1A rating. The airport will afford room for 2,000 planes which could come and go at all times without interfering with one another.

The field will be of the two unit plan and will be so situated so as to take advantage of the prevailing wind conditions. This will make it possible for planes to take off into the wind, and when landing to land with the wind which is very necessary in insuring safe flying. There will be twelve runways each 400 feet in width and totaling in length, 31,580 feet. There will be ample hangar space for both land and sea planes and an administration building complying with the needs of the airport. Space is provided for a restaurant, aero repair shops, sales and exhibit space, a public garage, a hotel, fire department and emergency station, a freight shed, and also facilities for recreation, including tennis courts. The airport will extend to the water front, allowing seaplanes easy access to the port. Adequate parking space for automobiles are provided. Provisions are made to allow for future expansion on two sides of the field, the land to be acquired in the bond issue purchase. Plans also inclued a yacht harbor off the southeast part of the field.

The part of the Mills Estate to be purchased which lies on the side of the Bay Shore Highway opposite the present airport will be developed for home sites, for industrial sites, for easements to railway companies or what ever the airport committee decides to be for the best interests of San Francisco. The airport committee to date has done nothing definite in regard to this land although several corporations have signified their desires for leases. The committee has decided to do nothing until after consulting the Chamber

of Commerce, the City Planning Commission, the Down Town Association and other prominent civic organizations as to what is the best use that this land can be used for. Whatever the decision there can be no doubt that if San Francisco does develop its airport along the lines of the proposed plans this area will be of immense value to the public and will bring in large revenues.

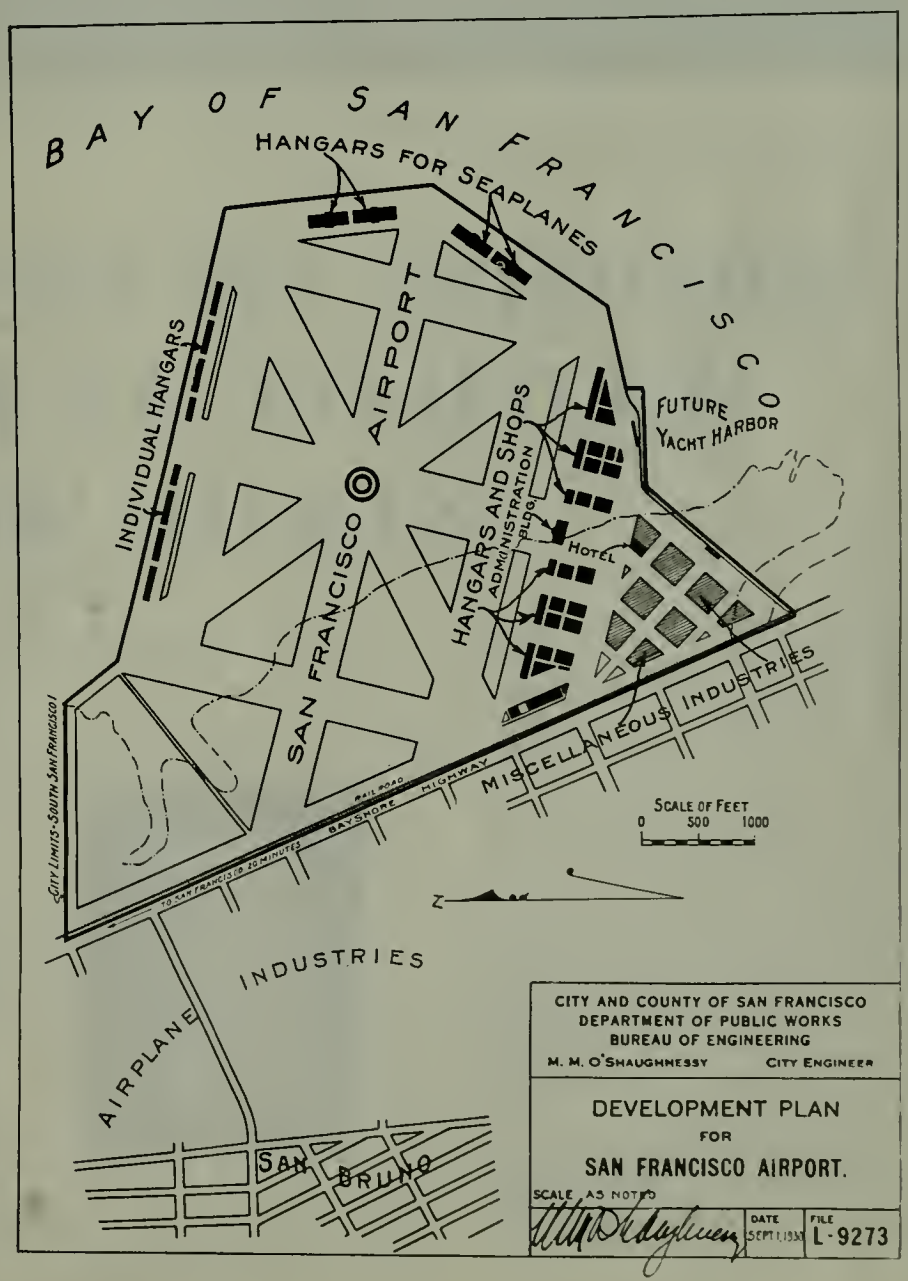
Since the present airport committee came into office Mills Field has been developed into a first class airport of its class. However it is not a great airport because it needs more land development, new runways, additional hangar space, school and instruction space, and facilities for sea planes. All these will be provided under the present plans of the committee. The objections have been raised that Mills Field, or the San Francisco Airport as it is proposed to be called, is too great a distance from the business district of the city, and that the meterological conditions at the present field are not suitable. These two objections are unfounded and can be easily be proven not applicable. A survey made of the airports of the twenty-five largest cities in the United States shows that the average distance from the business districts is thirty-five minutes while Mills Field can be reached over the Bay Shore Highway in less than twenty minutes. Moreover the development and future growth of San Francisco, due to its location on the end of a peninsular, must be in the direction of the airport.

Mr. Sullivan in charge of the meterological department of the United States Department of Commerce stationed at Mills Field who made a study of all the airports around the Bay area over a period of the last four years stated and illustrated on graphs displayed at a public meeting of the airport committee that the meterological conditions at Mills Field were the best of any possible locations in proximity to San Francisco and moreover that these conditions surpassed those of any other airport in the Bay area. Mr. Sullivan found in his studies that in the summer period of prevalent ocean fog considerably more is found over the Oakland and other Bay airports than over Mills Field. He found that the yearly average wind velocity at Mills Field is but five miles an hour which compares favorably with any airport in the world. Another significant fact discovered in Mr. Sullivan's study is that the wind direction over Mills Field is for about three-quarters of the year between southwest and northwest. Sullivan and other authorities on airport conditions stated that these conditions at Mills Field entirely warrant the proposed improvements. In addition the Chamber of Commerce, the airport committee, the United States government and other organizations after an exhaustive study of the airport problem and all available sites that Mills Field in every respect is the best location.

The passage of the bond issue in the November election will result in $4,000,000 being spent in San Francisco, buying from San Francisco firms, employing San Francisco men, at a time when employment is badly needed, and in developing real estate values to a very great amount. All this will add to the prosperity and growth of San Francisco. A great airport in San Francisco must result in an immense tourist flow to this city, and to a huge volume of commerce. Nature has put San Francisco 500 miles nearer Hawaii and the Far East and with the unquestioned growth of air commerce across the Pacific, San Francisco must be prepared to take advantage of this natural gift. San Francisco will also accrue a great deal of fine publicity from such an improved airport. Other Bay cities have received considerable publicity all over the world from outstanding world flights originating in their ports. There is no reason to doubt that a majority of such flights should originate from San Francisco if the proposed development of Mills Field is undergone.

It will give this city a great air terminus worthy of its reputation and its ambitions. A survey made under the direction of the Saturday Evening Post by expert research

(Turn to Page 291)



EAST-WEST SHRINE GAME, KEZAR STADIUM

PROMISE OF EXCITING FOOTBALL AT KEZAR STADIUM

A SCHEDULE of more than forty games at the San Francisco municipal stadium offers local football fans three months of exciting entertainment. Joseph R. Hickey, director of public recreation for the Board of Park Commissioners, prophesies much more closely contested games than in previous years since teams formerly weak have been built up and will offer greater competition. Outstanding games to be played at Kezar Stadium include five of the Olympic Club schedule, eight of St. Mary's College, and five of St. Ignatius College. The season closes as usual with the famous East-West Shrine game.

A paid attendance of over three hundred thousand persons last year and expectations of an even larger number this season more than proves true the optimistic statements of the sponsors and founders of San Francisco's famous municipal stadium. Kezar Stadium, one of the outstanding municipal sport centers of the world, has a capacity of 63,000 spectators. Its success and nation-wide fame is a tribute to the progressiveness of the leading municipality of the West.

Model Sports Director

JOSEPH R. HICKEY
Director of Public Recreation for Board of Park Commissioners

Masten and Hurd, leading architects of San Francisco, drew the plans of this great stadium and Thomas F. Chace was the consulting engineer, under whose direction it was built. Mr. Joseph Hickey is the director of athletics at Kezar Stadium and the man responsible for the outstanding programs held there.

The complete schedule follows below:

(Turn to Page 293)

Success to the Bonds

PHIL C. KATZ

PUBLIC ADMINISTRATOR

W. EDWARD GLAESER, M. D.
PHYSICIAN AND SURGEON
Office: 196 Guerrero Street

I am heartily in favor of the bond issue for a NEW COUNTY JAIL, and hope my friends will all vote in favor of these bonds.

JAMES H. HJUL
Construction Engineer

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Manager
Adjustment Department

GEO. M. GUTHRIE
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MARKED PROGRESS SHOWN IN CITY ENGINEER'S ANNUAL REPORT

M. M. O'SHAUGHNESSY
City Engineer, San Francisco

CITY Engineer O'Shaughnessy today transmitted to the Board of Public Works, the annual report of the Bureau of Engineering for the fiscal year 1929-1930. The report treats of the approaching completion of the boulevard system built under the recent bond issue, calling attention to the high excellence of construction and the extremely wide type of roadway used. Note is made of the progress on the two joint highways, one being the extension of Junipero Serra Boulevard into San Mateo County, the other the beginning of the Ocean Shore Highway planned to reduce the distance from San Francisco to Santa Cruz from ninety-one miles to seventy-four miles.

The street lighting condition is fully described with explanation of the controversy about the delay of the Board of Supervisors in adopting boulevard lighting standards. The activity of the Traffic Engineering Division, resulting in decrease of deaths due to traffic causes is brought out by tabulation.

The Islais Creek Reclamation District, on which construction is now beginning, is treated in several pages of the report as is also the proposed South Basin-South Basin Canal Reclamation District.

Certain other studies of the City Engineer's Office are noted, as for example, San Francisco Bay Bridge, Sunset Tunnel Station, Sunnyvale Naval Air Base site, Peninsula Grade Crossing Conference, atlas of municipally owned lands, major traffic plan, etc., as well as a brief history of the garbage disposal question. There is also a statement of sewer construction progress under the recent bond issue.

Due to the business depression, the street work performed under contract is again slightly less than for the preceding year.

The street railway situation is described in considerable detail and tabulations are introduced showing the decrease in passenger revenue and increase in total operating expenses which is going on year by year on our Municipal Railway and also on other street railways. Attention is called to the lack of sufficient cars on the Municipal Railway and to deplorable lack of garage facilities for maintaining the busses of the Municipal Railway.

The Hetch Hetchy portion of the report touches on the general features of the Hetch Hetchy project, noting that at the end of the fiscal year over thirteen miles of the twenty-eight and one-half miles of Coast Range Tunnel had been driven and one mile of the tunnel lined with concrete. The Foothill Division Tunnel, sixteen miles long, was completed during the year. The Hetch Hetchy Power system continues its successful operation. In March of this year the aggregate income since beginning operation in August, 1925, had topped the $10,000,000 mark. The total number of employees on Hetch Hetchy work, including construction and power operation, increased to 1,467 at the end of the fiscal year.

Considerable progress is reported in relations with the United States Department of the Interior, certain lands having been transferred and trail surveys made. At the present time the city is constructing the trail along the north slope of Hetch Hetchy reservoir, as required in the Raker Act. The location of the proposed road from Mather to White Wolf, which the city is required to construct, has been altered at the request of the City Engineer so that the road now keeps on the south side of Smith Peak, off the Hetch Hetchy watershed and avoids the precipitous canyon walls of the grand canyon of the Tuolumne River.

During the year the Moccasin

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ENGINEER'S REPORT

(Continued from Page 274)

Dam was completed. This is the sixth dam on the Hetch Hetchy Project and forms a reservoir which serves to regulate the flow of water passing from the tail race of Moccasin Power House after its constancy of flow has been disturbed by the demands for power operation.

Stress is laid on the exceedingly low storage in the local reservoirs of the Water Department, which on June 30, 1930, was only 19 per cent of total capacity of the reservoirs, as evidence that nothing must be allowed to interfere with the construction of the Hetch Hetchy Aqueduct because the mountain water is very badly needed to insure continuity of the city's water supply.

Another matter which is briefly touched upon in the report, is the necessity of constructing within the city limits, three large storage reservoirs to safeguard the population, both from fire and from shortage of drinking water should the city be stricken with a disaster similar to that of 1906.

The large amount of detail work done by the engineer's assistants, necessary in connection with the acquisition of the Spring Valley Water Company's system by the city, is described in some detail.

The report concludes with a copy of the Auditor's report of expenditures on the Hetch Hetchy project.

WHY WAIT? BRIDGE THE GATE!

"WHY wait? Bridge the gate!" This is the snappy slogan adopted by advocates of the $35,000,000 bond issue for the construction of the Golden Gate Bridge, to be voted upon by the electors of San Francisco and five other northern counties at the election November 4.

"Why wait?" There is no reason for waiting longer. For the last fifty years the proposal to bridge the water barrier at the Golden Gate has been discussed by people of San Francisco and the prosperous counties to the north. Now is time for action!

Those objecting to the bridge are few in number, but they are endeavoring by an underhanded and whispering campaign to defeat the project.

But their every objection has been defeated.

The story has been circulated that "the bridge probably will cost many millions more than covered by the $35,000,000 bond issue." The directors of the Golden Gate Bridge and highway District promptly put a quietus upon this declaration. They formally signed a pledge. This pledge is important to remember.

In effect, the directors declared that, if the $35,000,000 bond issue is approved and the bids for building the bridge exceed the present estimates of the bridge engineers, the whole proposition will be resubmitted to the voters.

Then, another whispered "knock" against the bridge was that the taxpayers of the six counties would have to dig into their pockets to pay for the bridge.

The fact is that the bridge will pay for itself out of tolls received. The financial set-up and plan is beyond question the safest and the best. The plan is the issuance of forty-year, 5 per cent bonds, covering the cost of building the bridge, and redeemed at five-year intervals.

Earnings would make the redemption of the bonds possible in twenty years, but for greater saleability the bonds will run for forty years.

At the end of forty years the bridge becomes a free bridge and reverts for operation to the state, at the option of the state. Under this plan of financing the taxpayers carry no burden. The plan represents a thoroughly tested method of bridge financing, established as standard practice by leading cities and states.

It substitutes a users' tax for a direct tax, and thus not only eliminates bridge taxation, but produces revenues applicable to the lessening of general taxation.

The entire Golden Gate Bridge plan is the product of the coördinated thought of bridge engineer, geologist, traffic engineer, architect, artist and statistician.

The unit prices upon which the engineers' estimates of cost of the bridge are based conform with the actual contract prices paid for similar work on the Hudson River bridge, a structure of comparable magnitude on which the contract prices came within the engineers' preliminary estimates.

The plans permit award of contracts soon after the approval of the bond issue. The bridge can be in operation early in 1935. The district directors extend an invitation to voters to visit bridge headquarters in the De Young Building, Third and Market streets, and there inspect the plans of the bridge.

The project has been endorsed by scores of large civic organizations. by the Legislature of California, the State Highway Commission and by thousands of prominent individuals.

The Down Town Association of San Francisco, composed of leading men in various walks of life, unanimously is on record as favoring approval of the bond issue. War veterans' organizations also solidly endorse construction of the bridge.

It is pointed out that building of the Golden Gate Bridge will be a means to lessen unemployment in Northern California. The annual payroll for the workmen who actually will be employed on the bridge structure will be approximately $750,000 a year and the construction period will be four years.

Besides this, there will be great

increases in the payrolls of plants where bridge materials are manufactured.

Further, the bridge will increase property values more than sufficiently to pay for its total cost. This relates not only to property immediately adjacent to the lines of travel, but also relates to the property throughout the entire Golden Gate Bridge and Highway District, because of the increased population density the bridge will produce.

Striking examples of such increases are furnished by the Twin Peaks Tunnel in San Francisco. The Philadelphia-Camden Bridge increased property values seven times in seven years, and other big bridges have a like record.

Lack of arteries of traffic has been San Francisco's greatest handicap.

A vote for the Golden Gate Bonds November 4 will be a vote for better times in this part of California.

And keep in mind that approval of the bonds requires a two-thirds majority vote.

Beautiful New Golden Gate Park Waterfall

By W. M. Strother

ONE of the most elaborate and beautiful of the more recent effects in landscape architecture produced by Park Superintendent John McLaren, is the new waterfall and its adjuncts on the Main Drive in Golden Gate Park. While the falls have been in operation since June, the project continues to grow with new features.

The water drops from near the foot of the Drake Prayerbook Cross, over the face of an old rock quarry through a series of cascades, for a distance of sixty or seventy feet, into a little lake beside the driveway. The natural wavy stratification of the rock is itself a thing of beauty and this has, where necessary, been reinforced with colored concrete in imitation of it to preserve it from disintegration. Besides this, Superintendent McLaren has had hundreds of rock plants and some trees set out over the face of the cliff to add a decorative effect of green.

To enhance the beauty of the falls at night there have been installed seven groups of a new type of electric projector, donated by the General Electric Company, a total of seventy-six lights in six different colors, all submerged beneath the water. A concealed flasher controls the lights, showing the six separate colors in rotation—red, blue, green, amber, gold and silver—and also blending these into many combinations. The effect is one of superb beauty.

In the lake at the foot of the falls, additional projectors have been placed and an aeroplane beacon-light illuminates the stream running from the lake and the fern-bordered bayou extending from it.

The water for the falls is pumped from Lloyd Lake by means of a pumping plant cleverly concealed among the bamboos at the lakeside, through a great iron pipe to the top of the hill upon which the Drake Cross stands. It then flows out of a rock grotto on the top of the hill and cascades into the lake below.

From this lake it flows westward down beside the driveway in a rock and green-bordered rivulet; backs up into an inlet thick with ferns and brakes; passes through a pipe under the Transverse Drive; emerges on the other side into the rivulet and flows down to Lloyd Lake again, into which it tumbles in a smaller waterfall.

The new falls at the quarry were suggested by Herbert Fleishhacker, president of the Park Commission, after his round-the-world trip of a year or so ago. On this trip he admired the beauty of a falls in the Bois de Boulogne, the great park in Paris. The design of the falls in Golden Gate Park is Superintendent McLaren's and has been worked out by him and his aide, Earl Clements. Foreman Albert Chaquette has had the direction of the men in the planting of flowers and shrubbery and the rock effects. Boulders for this work were secured from the tearing down of a hill in the Sunset District on Nineteenth Avenue.

Brakes and ferns for the beautiful shaded little cove extending back from the rivulet were obtained from the Russian River country, Salada Beach and the San Pedro Ranch, and the tree ferns used were raised in the park from spores secured in New Zealand and Hawaii.

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San Francisco to Vote On $4,000,000 Airport Plan

ENDORSEMENT from every flyer and aviation company in San Francisco is expected in the campaign for a bond issue of $4,000,000 to complete the San Francisco Municipal Airport. The bond proposal will be submitted to the voters at the November election, the San Francisco Board of Supervisors has decided.

In placing the bond issue on the ballot the board followed the recommendation of the Airport Committee, composed of E. Jack Spaulding, chairman, Carl Miles and Jefferson E. Peyser. Plans for the development of the field have been drawn by the city engineer's office, under the supervision of Captain Roy Francis, veteran Army pilot and pioneer in Pacific Coast aviation, who has been manager of the municipal airport for the past year.

"San Francisco will have the first airport in the world when the proposed development is completed," declared Supervisor Spaulding. "Like her magnificent harbor, San Francisco's airport will be known throughout the world. And if we are to keep pace with the new mode of transportation we must have this airport.

"San Francisco became a great city because of the harbor on which it was located. She cannot afford to sacrifice her supremacy as the terminal of Pacific commerce by failing to provide for the air traffic that is coming.

"Less than two years ago there was but one air mail plane daily across the continent. Today that schedule has been doubled and now every day and every night a plane leaves for New York with a cargo of San Francisco mail. Already the transcontinental mail and passenger traffic warrants the establishment of two new lines, the Post Office Department has decided. Both of these routes will terminate in Los Angeles. The air mail poundage continues to show an increase each month and passenger traffic has shown a steady growth throughout 1930.

"The day is near when all important mail will go by air and when our existing passenger services will be multiplied many times. If San Francisco is to remain on the main route of air travel when that day comes we must build an airport now that is capable of hundreds of planes daily."

Men Who Direct San Francisco's Airport

"The plan for the new San Francisco Airport calls for a two-unit field that will permit 2000 planes to be handled without runway congestion," Captain Francis said in explaining the proposed development. "The field will be built around a central runway 5700 feet in length with cross runways and taxi lanes leading from the center. All runways are sufficiently long that landing planes will come to a stop before they reach the center of the field. Planes taking off would taxi to the center and take off from the other half of the runway, allowing two way traffic at all times without congestion or delay. As a ship lands it taxis directly to the hangar apron to discharge passengers and cargo.

"If an exceptionally large or heavily loaded ship desired to take off the entire runway could be cleared for the few minutes necessary for it get into the air. Until ships are increased considerably in size, however, this would not be necessary.

The advantage of this system, Captain Francis points out, will be two-fold. Traffic may move smoothly and continuously over the field. All operators will appreciate the econ-

Sketch of Projected Development On 1150 Acre Site

SAN FRANCISCO MUNICIPAL AIRPORT

Proposed Plan for Additions and Improvements to MILLS FIELD

Four million dollars will be asked for improvement of San Francisco Municipal Airport in a bond issue to be voted on at the November election. The illustration shows the contemplated development. The field will be built around a central runway, 5,700 feet long and 400 feet wide. Traffic control will be systematized so that planes land on the windward half of each runway and take off on the other half simultaneously, permitting continuous movement of planes on the airport. A seaplane base and harbor for small boats will be built where the field borders the bay.

omies of eliminating taxiing back and forth on the runways.

Major traffic operations at the field will be connected at the western side where the administration building and the commercial hangars will be located. On the opposite side of the field the hangars for private owners will be built. Seaplane hangars and a seaplane fairway will be established at the east end where the field is bordered by San Francisco Bay. Nearby a yacht harbor will be built.

Five hundred acres of the site will be reserved for industrial developments.

With three years of experience behind them in the operation of the airport the municipal authorities are satisfied that the present site is the best location for the field. Completion of the Bay Shore highway has placed the airport on the main boulevard between San Francisco and the peninsula cities. It is now accessible by regular motor bus service from the business district, the trip being made in twenty minutes between the field and downtown. The right of way for the new peninsula line of the Western Pacific railroad borders the field on the west, giving spur track facilities at the field.

Meteorological conditions at the field have been checked daily for more than two years by weather observers and have met every requirement of prevailing wind, good visibility and clear approach essential to regular flying.

The funds needed for improvement of the field are apportioned as follows:

For purchase of 1,002 acres of land from Mills Estate in addition to the 110 acres now owned by the city, $945,000.

For purchase of 1,080 acres of tidelands, lying east of the airport, $108,000.

Construction of a rip-rap dike, $449,000.

Filling 13,510,000 cubic yards, $1,351,000.

Runway construction, $308,000.

Grading, dressing and seeding the field, $270,000.

Concrete aprons and strips, 338,000 square feet, $101,499.

Roads and parking spaces, $56,000.

Hangars, administration building, pumps and draining and night lighting system, $421,600.

Exterior Fageol Bus

NEW BUSES FOR MUNICIPAL RAILWAY

It had been said that the inhabitants of that great western metropolis, San Francisco, are the most industrious people in the world. Certainly for year-'round "vim and vigor," San Franciscans cannot be equalled.

To transport these busy toilers about their daily interests—world trade, finance, bargaining—the Municipal Railway has added to its fleet of buses three more Fageol 28-passenger safety coaches. Specifications for the construction of these coaches embodied every consideration for the comfort, health and safety of the passengers they were to carry.

In addition to their riding comfort, their interior furnishings are of the type that will retain their sanitary cleanliness indefinitely. Specially designed "wind-breaks" have been installed just inside the entrance doors to protect passengers from chill drafts.

The designer's first thought was of the convenience of the patrons as evidenced by the fact that these coaches are so constructed that they can draw close up to the curb and take on and discharge passengers directly onto the sidewalk. Mechanically, they embody those characteristics and improvements that make bus transportation dependable and above all safe.

These new buses will be used on route No. 1, which connects with car lines A, K, L and N, from Tenth Avenue and Fulton Street, via Golden Gate Park, Ninth Avenue, Judah Street, Seventh Avenue, Laguna Honda Boulevard, Portola Drive, Miraloma Drive, Yerba Buena Avenue, Plymouth Avenue, and Monterey Boulevard to Edna Street, a trip of 23 minutes.

Interior Fageol Bus

NEW LIBRARY FOR RICHMOND DISTRICT

Members of the Board of Education recently announced they would provide the Board of Library Trustees with a site in the Richmond district for a branch library there.

The library is to be built at a cost of approximately $75,000 as soon as a site is made available, M. C. Sloss, one of the trustees, told the school board late Wednesday.

Sloss asked the Board of Education to deed to the trustees a piece of property between Thirty-sixth and Thirty-seventh avenues, and Geary and Anza streets.

The board took his request under advisement and instructed J. M. Gwinn, superintendent of schols, to make a survey and recommend a site.

CHARITIES GET $145,945 FROM STATE BUDGET

City Appropriates More Than $1,000,000, Auditor's Report Shows

The state's contribution toward San Francisco charity enterprises amounted to $145,945.95 during the final six months of the fiscal year, 1929-30, Benning Wentworth, auditor, announced recently.

The report showed an increase from 39 to 660 for needy aged under the newly enacted pension law. The sum was divided as follows: Juvenile Court, $66,926 for dependent children; widow's pensions, $50,-037; needy blind, $11,912; and needy aged, $17,069.

The city appropriates more than $1,000,000 annually for the same purpose.

RECORDER'S MONTHLY STATEMENT

Cash receipts for Recorder's fees, August, 1930, $10,331.05. Receipts for same month, 1929, $11,861.10.

Salaries for August, 1930, $9,-141.66. Surplus for the month, $1,189.39.

Papers filed for record during the month of August, 1930, 5,381. Same month, 1929, 6,458.

During the month a total of 529 marriage certificates were recorded as follows: White, 516; colored, 5; Chinese, 4; Japanese, 5; miscellaneous, 1. For the same period in 1929, the total was 534.

The religious subdivision, where indicated, was as follows: Protestant, 215; Catholic, 136; Hebrew, 24; Civil, 149; miscellaneous, 5.

EDMOND GODCHAUX,
Recorder.

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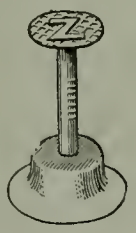

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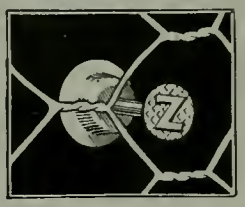

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O'BRIEN RESIGNS FROM POLICE COMMISSION

Daniel J. O'Brien, former police chief of San Francisco, resigned September 9 from the Police Commission due to ill health. O'Brien has been in poor health since 1928 when, on the advice of his physician, he resigned from the office of police chief.

Joseph J. Tynan Sr., vice-president of the Bethlehem Steel Co., was named by Mayor James Rolph Jr. to succeed O'Brien.

AIR FERRIES SUCCESSFUL

The success of short air services operating at the frequency of trolley cars was proven by the first half-year report of Air Ferries, Ltd. The company is shown in the unique position of carrying the largest number of passengers ever transported on a scheduled air route, with the lowest fares in the history of air transportation.

Approximately 46,000 paying passengers were carried in the six-month period ended July 31 by the fleet of four Keystone-Loening amphibians, crossing San Francisco Bay every 20 minutes and serving the neighboring cities of Oakland, Alameda and Vallejo.

These figures show an average of 254 passengers daily, or one pasenger for every 2.2 minutes of operation. One peak day registered 947 passengers, or five for every three minutes.

Gross revenues for the period approximated $91,000 from all sources. These include the passenger fares, which range from the $1.50 transbay fare to the $6 San Francisco Bay and Golden Gate scenic flight, the delivery service which is maintained in conjunction with Western Union, express, commutation "scrip," charter trips, and the ten-cent taxi service which carries passengers between the terminals and the uptown districts of San Francisco and Oakland.

MUNICIPAL RECORD,
September
Attention, City Employees—

Edward I. Landau announces special rates for San Francisco city employees in departmental "pee-wee golf" tournaments at the Portola Golf Course, 2480 San Bruno Avenue. An invitation is extended to all city employees to visit this course.

THOMPSON, BROS, INC.

Thompson Bros., Inc., was established September 11, 1905, and although they are now the exclusive distributors of Mohawk Quality Tires, they are also one of the largest drayage, rigging, and warehouse concerns in San Francisco, having in past years acquired by consolidation several other well-known old-time draying companies. Captain Chadwick Thompson, president of the firm, is a retired sea captain and for several years was master of some of Mayor James Rolph's father's ships, and has therefore always been a close friend and staunch supporter of the mayor and his administration for years. Associated with Captain Thompson are three brothers: Thornton, Vernon and Cranch Thompson, who actively handle the drayage department of the firm.

Ten years ago, Thompson Bros., Inc., took over the Pacific Coast distribution of Sewell Cushion Wheels, which they pioneered and established with nearly every large fleet-owner of trucks. The City of San Francisco equipped many vehicles in various departments with these wheels. The corporation eight years ago drifted into the tire business at which time Thompson brothers took the California distribution of Swinehart tires on a strictly wholesale basis. Then three years ago they established their own retail store at 120 Eleventh Street near Mission and are now distributing exclusively throughout San Francisco the well-known Mohawk Tire. Their business is growing yearly and is now well established, mainly because of their consistent policies of offering only high quality tires, giving prompt and efficient services, and handling their trade in a courteous and fair-dealing manner.

Walter Schlichtmann, general manager of their tire business, has successfully operated it for the firm since its inception and states that many city employees in various departments (as well as the City itself) are using Mohawk tires exclusively. He states that it has always been their policy to sell tires to city employees at the City's own price so as to save such employees considerable money. Also that they give such city employees free installation services, switching of tires, checking air inflations, providing free tire covers, etc. Mr. Schlichtmann particularly recommends that his customer purchase tires now, as they are cheaper at present than at any previous time and because there is possibility of a raise in tire prices in the near future.

NEW MANAGEMENT AT MILLS FIELD LUNCH ROOM

The Mills Field Lunch Room opened August 18 under new management. H. Waters and E. Miller, the new proprietors, promise tasty, well-cooked food to employees and visitors of the municipal airport and also to the tourists along the newly improved highway.

Waters and Miller are well known to San Francisco food lovers, having served them for more than a decade. Their long experience insures the public of the type of food and service desired.

Waters had charge of the dining room in the U. S. A. T. for the five years before 1919. He then opened a lunch room on Sixteenth Street. He has also been in charge of the concessions at Kezar Stadium, under Mr. W. V. Belding, superintendent of restaurants for the Park Commission.

Miller supervised the restaurant at the Presidio for many years and also was in charge of the food at a number of police dances at the Municipal Auditorium.

The new management invites the public to visit the Mills Field Lunch Room and try their delicious food and courteous service.

The Art Department of the public schools has offered to teachers on a voluntary basis courses in color, illustrations, costume, clay construction. These courses are to be given from 4 to 5 p. m. More than three hundred teachers have expressed their desire to take the courses. This number is five times greater than was expected and shows a fine progressive attitude on the part of many teachers.

Progress in the San Francisco Public Schools

By ROBERT FLOYD GRAY

Director, Department of Educational Research and Service

THE San Francisco public schools have progressed. The progress has been made not only in an increased average daily attendance and modern buildings, but in reduction of retardation, raising of the standards of achievement, provision for pupils who do not profit by regular classroom instruction, preparation and professional advancement of teachers, teaching aids, and curriculum revision.

During the last decade, 1919-20 to 1929-30, the total average daily attendance has increased 38.6 per cent. The high school attendance has increased 239 per cent, the evening high school attendance 197 per cent, the kindergarten attendance 214 per cent, and the elementary attendance 9 per cent.

Fifty new schools have been built in the last ten years. These are modern schools including the approved facilities for carrying out a modern school program. Old buildings have been replaced. The number of school bungalows has been materially reduced.

Retardation has been reduced. Out of every one hundred public school children in San Francisco in 1915-16, there were twelve accelerated, forty-one at grade, and forty-six retarded; in 1929-30 twelve were accelerated, fifty-six were at grade, and thirty-one were retarded. The improvement shown by the 1929-30 figures is considerable, for in 1929-30 there were fifteen more children per hundred at grade and fifteen less children per hundred retarded than in 1915-16.

A comparison of the acceleration and retardation report of all public schools of California for the year 1928, the last year for which such a report is available, with the acceleration and retardation in the San Francisco public schools for the year 1930 places San Francisco in a favorable position. The age-grade figures for the state and for San Francisco are as follows:

	State 1928	S. F. 1930	Difference
Per cent accelerated	12.64	12.1	.54
Per cent at grade....	48.31	56.3	7.99
Per cent retarded....	39.05	31.6	7.45

The standard of achievement of our schools is worthy of consideration. Standardized tests are given at the time the child enters the first grade and at frequent intervals until the pupil reaches high school. Mention might be made of the recent testing in grades three to six.

At the close of last term, all pupils leaving the third, fourth, fifth and sixth grades of the San Francisco public schools were tested in reading and arithmetic. The Stanford Achievement test was administered. This is a test which has been standardized by having been given to hundreds of thousands of pupils in every section of the United States. By such a test we are able to compare our pupils with pupils of the same age and grade elsewhere.

The most usable norm or standard is the chonological or life age of the pupils. If the median age of pupils leaving the high third grade is nine years, the reading and arithmetic achievement to be expected of them is also nine years. If in a standardized test these pupils should exceed an arithmetic or reading age of nine years, they are considered above the norm for pupils of their age.

The summary of reading abilities shows San Francisco pupils to be superior in reading to the extent of eight months in the third grade, ten months in the fourth, and eight months in the fifth grade. Only one quarter falls below the standard ordinarily expected of half the pupils, or it might be said that three-quarters of our pupils are doing better than the average pupils of their age.

In arithmetic, the same gratifying results are found. Pupils exceed their median chronological age by six months in the third grade, eight months in the fourth grade, and six months in the fifth grade. As in the case of reading, more than three-fourths of San Francisco pupils exceed the ability to be expected of pupils of their age.

The achievement of the San Francisco pupils, consistently above the chronological ages of pupils in two tool subject throughout three grades, indicates that the pupils have received superior training.

An analysis of the factors and educational measures adopted in the last decade and responsible for the satisfactory condition shows them to be as follows:

1. Improved buildings and material equipment.
2. An improved and modernized curriculum.
3. More highly selected teachers.
4. Closer supervision of instruction.
5. Special supervision to assist the probationary teacher.
6. An accurate grouping of children in classes according to their capacities and abilities.
7. Elimination from the regular classes of children who for various causes need special educational facilities.
8. The adoption of diagnostic aids to assist teachers in directing and correcting difficulties peculiar to the individual children in their classes.
9. The adoption of supplementary practice and drill material.
10. The adoption of visual aids.
11. The placing in the larger schools of Opportunity or Special Helping teachers who assist children who have missed the work of their grade through illness, travel, or other irregularities.
12. The organization of a school health service by the Public Health Department. This service furnishes the school nurses, the school dentists, and the school oculists. The school nurses examine the children for general health, weight, nutrition and contagious diseases. They also treat cuts, bruises, and minor injuries.
13. A special milk service for underweight children.

San Francisco teachers are well prepared. Of the ninety-four kindergarten teachers, over ninety per cent have credentials for teaching in the higher grades. Approximately one-fifth of the elementary teachers also have credentials for teaching in the junior or senior high schools. Over eighty per cent of the junior

(Turn to Page 290)

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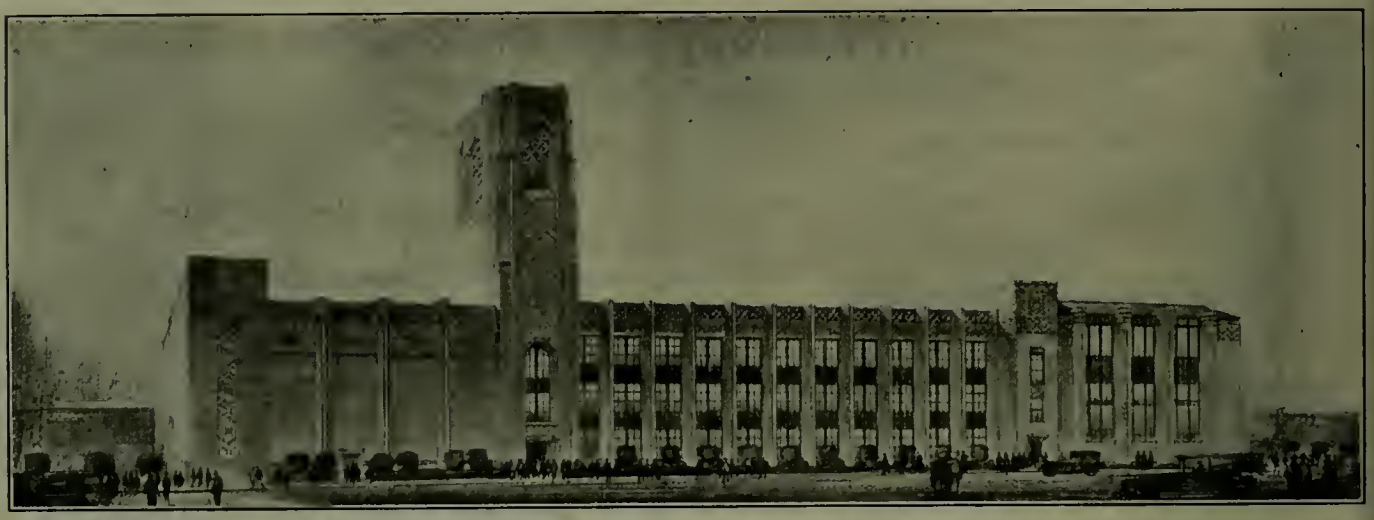

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SCHOOLS PROGRESS

(Continued from Page 286)

high teachers have credentials to teach in the high schools.

San Francisco's educational products compare favorably with those of the most progressive cities. All objective evidence points to remarkable growth in achievement during the past ten years. With our present organization, we are safe in assuming that we will achieve a still higher standard in the near fture.

Among the factors contributing to the high standards of our schools in addition to the high preparation of our teachers, are the aids to teachers in terms of:

1. Providing differentiated education for pupils who do not profit by regular classroom instruction. Those receiving special educational treatment are the:
   a. Mentally deficient.
   b. Socially maladjusted.
   c. Deaf and hard of hearing.
   d. Extreme cases of defective vision.
   e. Crippled.
   f. Cardiac cases.
   g. Neurotic and psycopathic cases.
2. Providing tests to supplement the teachers' judgment for purposes of:
   a. Classification of pupils.
   b. Diagnosis of pupil difficulties.
3. Providing devices by which the results of teaching can be measured:
   a. Charts.
   b. Scales.
   c. Norms.
4. Providing supplementary materials for use of pupils:
   a. Work books.
   b. Drill cards.
5. Providing visual aids through circulation of:
   a. Lantern slides.
   b. Illustrative material.
6. Providing service to schools in form of:
   a. School secretaries.
   b. Opportunity teachers.
   c. School nurses.
   d. Clinics.
7. Providing for home contacts through:
   a. Mothers' clubs.
   b. Parental education.

All of these added facilities function together in producing superior achievement. Every service rendered to a teacher increases her time for teaching and thereby adds to the possibility for the success of each pupil.

The work of curriculum revision in San Francisco has been developed and carried out on a constantly enlarging scale for the past six years. The activity since 1924 has been characterized especially by the extensive use of teacher committees. Over six hundred teachers have served on curriculum revision and related committees since 1924.

The curriculum revision has not been limited to any division of the school system. Courses have been revised or planned for each division. Between 1920 and 1928 eight different courses were revised or made for grades in the kindergarten, primary, and elementary school division. In 1927, eleven courses of study were revised for the junior high schools. In 1928 the thirteen high school courses of study were revised.

The widespread participation of San Francisco teachers in the program of curriculum revision has been most successful. It has resulted in bringing to the course of study work, the practical classroom viewpoint and also has stimulated and developed leadership and professional growth in a substantial number of the most progressive teachers.

It is gratifying to be able to state that eight of the San Francisco courses of study have received distinguished ratings by the Curriculum Construction Laboratory, Teachers' College, Columbia University.

NOTICE TO CITY EMPLOYEES

The city employees will hold an election from September 30, 1930, to October 10, 1930, both inclusive, to select a member of the Board of Administration of the Retirement System to serve the balance of the term, expiring February 20, 1931, of John W. Rogers, who died July 14, 1930, and a member to serve the five-year term beginning February 20, 1931, as successor of the occupant of the short term.

Four members of the Retirement System have been nominated and have accepted the nominations, as follows:

For the five-year term, expiring February 20, 1936:

Davlin, Grover C., elevator operator, Department of Public Works.

Drew, Daniel V., official phonographic reporter, Municipal Court.

McClellan, Frank L., machinist, Fire Department.

Roche, Stephen J., experienced clerk, Department of Public Works.

For the short term, expiring February 20, 1931:

Drew, Daniel V., official phonographic reporter, Municipal Court.

McClellan, Frank L., machinist, Fire Department.

Roche, Stephen J., experienced clerk, Department of Public Works.

The voting place will be the office of the Registrar of Voters, Room 158 City Hall, except for the approximately two hundred members of the Retirement System who are employed on the Hetch Hetchy project, in the Water Department, and on the Health Farm outside the City and County of San Francisco. These employees will vote by mail, blank ballots being mailed to them to be returned to the Registrar of Voters at the City Hall and to be canvassed in such manner as to preserve the secrecy of the ballot.

Approximately 8,325 members of the Retirement System are entitled to vote in the election.

The Board of Administration is composed of seven members—the chairman of the finance committee and the auditor, both of whom are members by virtue of their offices; a banker and a life insurance official, both appointed by the Mayor, and three active members of the Retirement System.

SCHOOL LISTS INCREASE 4000 OVER LAST YEAR

An increase of 2000 pupils in San Francisco's high schools over last year's enrollment was reported to the Board of Education by Joseph M. Gwinn, superintendent of schools.

"There are 1000 more pupils in the high schools than there were last year and 1000 more children in attendance at the junior high schools," Gwinn informed the board. "The increase is the greatest in years."

The superintendent also said that housing conditions had improved considerably during the year and that as a result the schools were operating under favorable conditions.

Gwinn submitted another report received from the State Board of Education which pointed out that 200,000 children attending public schools in California are either foreign born or of foreign parentage.

The total state public school enrollment is 1,200,000.

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AIRPORT BONDS

(Continued from Page 271)

men on a thousand mile tour of the United States, the same men who made a survey of the automobile industry in its infancy and predicted its magnificent growth, have predicted that there will be more than a quarter of a million privately owned planes in the United States inside of the next ten years. As a third of the private flying in this country takes place in the West coast at the present time it is evident what the future of that line of endeavor will mean to San Francisco. By far the greatest majority of flights made to and from the airports on the other side of the Bay are of people coming to or leaving from San Francisco flight all of which should belong to the San Francisco airport and which will go to the airport if it is built to accommodate such traffic. Over three-fourths of the mail leaving and arriving at the present air-mail port across the Bay is to or from San Francisco. The Post Office Department has stated that San Francisco is ten years behind the times in regard to air commerce and that it will receive air mail at its own port only when facilities to handle it are supplied.

With the growth in air commerce progressing so rapidly due to the advances in safety appliance and methods of flying, the decrease in cost of planes, the increased speed, and power of the motors, San Francisco faces a new era in transportation. Blessed with the one of the best harbors in the world, though somewhat handicapped with the lack of a satisfactory rail terminus, San Francisco has advanced to the position of a great commercial center. In this new era San Francisco should see the greatest advancement of any other city providing its citizens take advantage of the proposed airport development. A government bombing base at Marin county, a tremendous army base at Alameda, a dirigible base at Sunnyvale, the Alameda Airport on the other side of the Bay, together with the Oakland Airport, and a magnificent airport at San Francisco; these great terminals will make the San Francisco Bay area unsurpassed in air commerce by any other district in the world.

Once again San Francisco stands at the crossroads of progress. From the crossroads we find one road leading to airport development, activi-

(Turn to Page 292)

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AIRPORT BONDS

(Continued from Page 291)

ties, and industries. This road, a little further along runs into the road of airport prosperity. The road to airport development is paved and if San Francisco follows it she will draw to herself air commerce and industry. Those who profess a faith in San Francisco and her future greatness should vote for the $4,000,000 airport bond issue and should urgue their friends and associates to do the same.

San Francisco has the second finest harbor in the world and there is no reason that she should not have the finest airport in the world. We have the facilities, we have the population, we have the climate, and we have the location and the foundation upon which to build. The only problem is to get the money by passing the airport bond issue at the November election, by a two-thirds vote. Vote "Yes" on the $4,000,000 airport development boud issue.

Among the organizations backing the proposed improvements at Mills Field are the following: The San Francisco Chamber of Commerce, the Junior Chamber of Commerce, the American Legion, the San Francisco Tourists and Convention Bureau, the Southern Pacific Railroad, the Post Office Department, the Standard Oil Co., the Gilmore Oil Co., the San Francisco Advertising Club, the Union Oil Co., the Emporium, Hale Brothers, Roos Brothers, the Culinary Union, the Carpenters Union, the Pile Drivers Union, South of Army Street Improvement Club, the Central Council of Improvement Association, the San Francisco Speakers' Club, the Slavonic Alliance.

Prominent individuals favoring the airport bond issue include Admiral Richard E. Byrd; Hans Adamsson, assistant to the Secretary of war; Colonel Gerald Brandt, Commander Mitchell Field, U. S. Army; Captain Stanford E. Moses, U. S. Navy; Captain Guy T. Slaughter, former president of the Aerial Club of America; Harry Todd, postmaster, San Francisco; Mr. Mouton, head of the Department of Commerce of the United States, Western District.

Vote "Yes" on the $4,000,000 airport bond issue November 4.

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MUNI-ITEMS

M. M. O'Shaughnessy, city engineer of San Francisco passed his annual vacation on a trip with his daughters through the Northwest to British Columbia. While in Seattle he was the guest of O. Laurgaard, city engineer of that city. O'Shaughnessy was a member of the board of consulting engineers on the Laurgaard water-front project.

PROMISE OF EXCITING FOOTBALL AT KEZAR STADIUM

(Continued from Page 272)

KEZAR STADIUM FOOTBALL SCHEDULE

September 13—Saturday	Polytechnic vs. Sacred Heart High Schools
September 14—Sunday	Olympic Club vs. Army U. S.
September 18—Thursday	Polytechnic vs. Galileo High Schools
September 20—Saturday	Lowell vs. Sacred Heart High Schools
September 21—Sunday	Olympic Club vs. Marines U. S.
September 24—Wednesday	Mission vs. St. Ignatius High Schools
September 25—Thursday	Galileo vs. Cogswell High Schools
September 27—Saturday	St. Ignatius (C) vs. Marines U. S.
September 28—Sunday	St. Mary's vs. Army U. S.
October 2—Thursday	Polytechnic vs. Commerce High Schools
October 4—Saturday	San Mateo vs. Marin Junior College
October 5—Sunday	St. Mary's vs. St. Ignatius (C)
October 8—Wednesday	Galileo vs. Balboa High Schools
October 10—Friday	Lowell vs. Cogswell High Schools
October 11—Saturday	Army vs. Los Angeles Firemen
October 12—Sunday	St. Ignatius (C) vs. Gonzaga
October 14—Tuesday	Lowell vs. Galileo High Schools
October 16—Thursday	Mission vs. Commerce High Schools
October 17—Friday	St. Ignatius vs. Sacred Heart High Schools
October 19—Sunday	St. Ignatius (C) vs. Army
October 21—Tuesday	Commerce vs. St. Ignatius High Schools
October 23—Thursday	Lowell vs. Balboa High Schools
October 24—Friday	Olympic vs. Santa Clara
October 26—Sunday	St. Mary's vs. Gonzaga
October 28—Tuesday	Galileo vs. Commerce High Schools
October 30—Thursday	Mission vs. Balboa High Schools
November 1—Saturday	Lowell vs. Polytechnic High Schools
November 2—Sunday	St. Mary's vs. Santa Clara
November 6—Thursday	Polytechnic vs. Balboa High Schools
November 8—Saturday	Lowell vs. Mission High Schools
November 9—Sunday	St. Mary's vs. Olympic Club
November 11—Tuesday (Armistice Day)	St. Mary's vs. Santa Clara (Frosh)
November 14—Friday	San Mateo vs. Menlo Junior College
November 15—Saturday	Polytechnic vs. Mission High Schools
November 16—Sunday	Olympic Club vs. St. Ignatius (C)
November 21—Friday	Marin vs. Menlo Junior College
November 27—Thursday	St. Mary's vs. Oregon
November 30—Sunday	Santa Clara vs. St. Ignatius
December 13—Saturday	St. Mary's vs. ———
December 27—Saturday	East-West (Shrine)

Above: CHARLES F. MASTEN
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THOMAS F. CHACE
Consulting Engineer, Kezar Stadium

POLICE DEPARTMENT NOTES

(August 26 to September 16)

Police Officer George F. Ewing was retired and relieved from active duty, effective September 3.

The following persons were appointed special officers: John H. Lenz, assistant to Patrol Special Jacob J. Lenz; John G. Donnellan, residence Dr. John D. Humber; Ephraim Carlson, Bank of Italy; La Verne Diefendorf, San Francisco News; Peter J. Cullinan, assistant to Patrol Special William C. Dathe; Laurent Lamanet, City and County of San Francisco; Thomas E. Connolly, assistant to Special Patrol John Holland; Charles W. Fay Jr., Fay Improvement Co.; Charles M. Christiansen, Bank of Italy.

Leaves of absence were granted as follows: Sergeant James Carrig, from September 8 to September 20 inclusive; Captain Michael Riordan, additional leave of absence from September 1 to December 31.

FIRE DEPARTMENT NOTES

(August 15 to September 15)

The following leaves of absence were granted by the Board of Fire Commissioners:

Felix Desmond, painter, corporation yard, 30 days, commencing September 8; Battalion Chief H. A. Reid, two weeks, beginning September 10; D. J. McKenna, inspector, fire prevention bureau, three weeks, commencing September 16; John J. Neely, hoseman, Engine Co. No. 28, 45 days, to attend American Legion Convention in Boston, beginning September 26; Assistant Chief T. J. Murphy, 30 days, beginning October 10; George I. Collins, stoker, Fire Boat No. 1, for a period of six months, effective September 10.

New members permanently appointed to the Fire Department were as follows: L. S. Jacobsen, hoseman, Engine No. 37; Patrick Murphy, hoseman, Engine Co. 45; Victor J. Anderson, hoseman, Chemical No. 7.

SAN FRANCISCO WATER

NELSON A. ECKART
General Manager and Chief Engineer, San Francisco Water Department

THE monthly report of Nelson A. Eckart, general manager of the San Francisco water department handed in this week to the Board of Public Works, shows a net income for August of $252,036.62, which is $19,736.42 less than the previous month.

The gross earnings for the month amounted to $601,644.57, of which water sales in San Francisco totaled $544,513.94. Sales of water outside the city amounted to $49,045.80.

Total expenses for August reached the total of $349,607.95, of which the principal items were as follows: Operating expenses, $139,868.44, an increase of $9,764.82; and bond interest $150,000 Hetch Hetchy aqueduct rental, $20,883.33; and taxes of $26,400.00.

Appropriations for additions and betterments were made to the total of $79,563.33 and appropriations for bond redemptions amounted to $83,333.33; leaving a net profit of $89,139.96. This figure shows a decrease over the previous month of $19,736.42.

The number of men employed in construction work totaled 125, a decrease of 11, and in the operating and maintenance work the number of men employed was 544, an increase of 27.

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES

August 31, 1930

Earnings—	This Month	Increase over last month	Total since June 30
Water sales—S. F.	$544,513.94*	$ 125.26†	$1,089,153.14
Water sales — Outside of San Francisco	49,045.80	2,663.99†	100,755.59
Rents from lands and buildings	6,204.16	7,008.67†	19,416.99
Int. on Fund Balances	1,863.78	576.05	3,151.51
Miscellaneous non-operating revenue	16.89	16.89	16.89
Total earnings	$601,644.57	$ 9,204.98†	$1,212,494.12
Expenses—			
Operating Expenses	$139,868.44	$ 9,764.82	$ 269,972.06
Uncollectible water bills	846.26	306.82	1,385.70
Depreciation	5,000.00		10,000.00
Taxes	26,400.00		52,800.00
Hetch Hetchy Aqueduct rental and other	20,883.33	15.00	41,751.66
Bond interest	150,000.00		300,000.00
Amortization of debt expense	3,919.60		7,839.20
Walnut Orchard exp.	884.29	154.88	1,613.70
Agric. Div. expense	1,776.58	260.47	3,292.69
Rent expense	29.45	29.45	29.45
Total expense	$349,607.95	$ 10,531.44	$ 688,684.46
Net income	$252,036.62	$ 19,736.42†	$ 523,809.66
Appropriations for additions and betterments	$ 79,563.33		159,126.66
Appropriations for bond redemption	83,333.33		166,666.66
Bal. for profit and loss	$ 89,139.96	$ 19,736.42†	$ 198,016.34

† Losses.

Construction Expenditures—	This month	Previously reported	Total since March 3
Budget authorizations	$ 79,563.33	$523,563.33	$ 603,126.66
Expenditures—			
Normal extensions	$ 14,369.27	$111,729.93	$ 126,099.20
Upper Alameda tunnel	43,045.61	138,659.09	181,704.70
Sunset Wells supply	16,024.10	44,713.87	60,737.97
Pleasanton Wells	12,195.98	7,071.93	19,267.91
General equipment	206.40	2,765.62	2,972.02
Crystal Springs pump	3,018.75	17.30	3,036.05
Tt'l. con. exp.	$ 88,860.11	$304,957.74	$ 393,817.85
To be expended under authorizations	$ 9,296.78†	$218,605.59	$ 209,308.81

Employees:

Construction work:	This month	Last month
Upper Alameda tun.	125	136
Sunset Wells	37	....
Operating and maintenance work	554	527

* Actual earnings for August $554,876.76
Water sales to Board of Public Health and public horse troughs for March, April, May and June, for which no reimbursement has been made, are charged off in the month of August 10,362.82
$544,513.94

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PASSENGER RECEIPTS

1930

August	
1	$ 9,844.40
2	9,515.05
3	5,510.30
4	9,897.20
5	9,940.25
6	10,062.70
7	9,922.35
8	9,894.85
9	10,009.70
10	5,809.45
11	10,140.45
12	10,034.20
13	9,857.55
14	9,754.05
15	10,404.05
16	10,383.20
17	5,994.60
18	10,190.95
19	10,135.55
20	10,409.65
21	10,395.10
22	10,292.60
23	10,318.25
24	6,398.90
25	9,910.25
26	9,614.40
27	9,918.90
28	9,864.05
29	10,004.85
30	10,026.45
31	5,672.30
Total cash fares	$290,126.55
Miscellaneous	14,010.37
Total revenue	$304,136.92

Passenger Receipts by Lines

A	$ 21,971.60
B	38,401.75
C	26,216.35
D	21,454.05
E	17,161.55
F	26,355.80
H	18,776.45
J	25,581.55
K	27,488.20
L	24,741.00
M	843.45
N	31,945.65
Bus Route No. 1	2,947.65
Bus Route No. 2	2,435.15
Bus Route No. 4	3,146.20
Bus Route No. 5	660.15
	$290,126.55

Miscellaneous

School Tickets	$ 4,286.50
Government Tickets	115.00
Special Cars	13.50
Conductor's Shorts	110.95
Miscellaneous	9,484.42
	$ 14,010.37

	Passenger receipts	Total all sources
Daily Average, August, 1930	$9,504.92	*$9,810.87
Daily Average, August, 1929	9,904.74	9,973.14
Decrease	$ 399.82	$ 162.27
	4%	1 6/10%

* Includes $6603.63 from State Board of Harbor Commissioners for operation of Embarcadero Bus.

SAN FRANCISCO
MUNICIPAL RECORD

Twenty-five Cents | SAN FRANCISCO, CALIFORNIA, OCTOBER, 1930 | Vol. IV No. 10

Architect's drawing by Dodge A. Riedy

PROPOSED NEW COUNTY JAIL

To Avert an Impending Tragedy, VOTE "YES" ON 38!

VOTE YES

on Charter Amendment

No. 28

TO MY FELLOW CITIZENS:

Charter Amendment No. 28 will extend Civil Service to several hundred city employees not now enjoying its privileges. Most of these are men and women who have satisfactorily served the City for many years in various capacities. Of these some five hundred are employed in our beautiful park system, and one hundred and fifty in the playgrounds. Men and women doing a similar character of work in other departments have been under Civil Service for years.

Two years ago this same amendment was only defeated by a narrow margin. The vote being: Yes, 70,044, No, 73,760. With a better understanding of its purpose, this year I feel confident that it will be overwhelmingly carried.

Quite recently four hundred and fifty employees of the Spring Valley Water Company were taken over by the City and given full Civil Service standing with all its privileges.

Now, I am asking you, my fellow citizens, as a matter of simple justice to do for these experienced city workers what was done for the four hundred and fifty Spring Valley employees who had not previously worked a day for the City.

James Rolph Jr.

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LET'S MAKE IT— ROLPH BY A MILLION!

JAMES ROLPH, JR.

Republican Candidate for Governor of California

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CALIFORNIA NEEDS ROLPH

Republican Candidates' Platform Calls for Vast Development of Golden State's Resources

"Efficiency, Not Politics," Slogan of San Francisco's Mayor

THE election of Mayor James Rolph, Jr., as Governor of California and Senator Frank F. Merriam as Lieutenant Governor, is considered a foregone conclusion by Republican leaders from many parts of California, but nevertheless both candidates are closing a vigorous campaign in which they are outlining their future policies.

Mayor Rolph is looked upon from one end of California to the other as a great builder and his assurances expressed frequently during the Primary, as well as the final campaign, that he will carry on a construction program free from politics, has won him great support. An oft-repeated statement by Rolph in many of his campaign addresses gives a concise view of his policy towards his building program. In this he has stated:

"One of the first acts of my administration, if elected Governor, will be to approve of the building of the San Francisco-Alameda county bay bridge. The Republican party stands for constructive policies and it is my aim to keep the highway building progressing in California as fast and economically as the various projects require.

Will Be No Politics

"There will be no politics in the building of roads and there will be no political punishments administered but we shall all work to find employment for our citizens and to encourage capital and the development of industry in this State.

"We shall lend our best efforts toward whatever part California is to play in the building of the Hoover Dam and for the development of the Colorado river water supply for Southern California.

"As Governor of California, I shall try to act as one who understands her problems and her people and as one who is proud to be a Californian."

The Mayor also has come out firmly in support of the Golden Gate Bridge bonds, to be voted on at the same time people go to the polls to vote for him. He has also, together with Senator Merriam, strongly endorsed the Veterans' $20,000,000

Farm and Home Loan bonds, together with the $10,000,000 San Francisco Harbor bonds.

During the Primary campaign, when he visited the entire 58 counties of California, as well as since that time, he has been making a careful survey of problems requiring the attention of the state government in the various parts of California. The Mayor has been especially interested in the California water problem, seeking information wherever he goes in the arid and semi-arid parts of the state. He has consulted with leaders of every community he has visited so that he will have first-hand information when, upon becoming Governor, these matters will come to his official attention. No man ever became Governor of California with a more intimate knowledge of the needs of its people than San Francisco's Mayor.

During the nearly twenty years of leadership in San Francisco, he has been constantly in touch with other California communities. He has made it a particular point to attend gatherings of various kinds, where local problems were under discussion. He has stood solidly behind every movement that would in any way advance the interests of the entire state, as well as his own city. He brings to the Governorship a splendid business record. He has been looked upon as one of the outstanding humanitarians in public office. The human side of his record has commanded attention far beyond the borders of his own State.

Rolph is perhaps the most widely known Mayor of any city in the country. Evidence of this was brought out in the congratulatory telegrams, cablegrams and radiograms that he received from every corner of the globe, upon his having been successfully nominated. These messages came from far-away Alaska to South Africa, from the Orient to European cities and poured in by the thousands from all over America.

It is safe to predict that as Governor this outstanding American will bring further fame and glory to his native State.

The Republican State Central Committee which is conducting his campaign is endeavoring to roll up a majority of 1,000,000 votes, which, according to present indications, will be realized.

A Million Majority for Rolph

Proposition 38 Provides New Jail

WILLIAM J. FITZGERALD
Sheriff, City and County of San Francisco

Present Structure Inadequate and Unsafe—Tragedy Impends

ON November 4, the voters of San Francisco will decide whether or not San Francisco is going to continue to keep their prisoners in a death and fire trap, which the present Ingleside County Jail is known to be.

On that day a two-thirds approval of the $850,000 bond issue by the voters of San Francisco is necessary if a new, modern, fireproof jail is going to be constructed. A jail that will be placed on a tract of land big enough to allow all of the inmates to work at various farming occupations.

A picture of the architect's drawing of the new jail is shown on the

cover of this issue. If this bond issue is passed, a building of this type will be placed on a tract of land of approximately 150 acres with a capacity of 600 prisoners, so planned that additional wings may be added if necessary.

Site in San Mateo

The site will be in San Mateo County in an out of the way tract, so situated that it will not be a hindrance to the future growth along the peninsula.

Joseph J. Tynan, chairman of the Citizens' Jail Removal Committee, gave the following reasons why he felt that the voters of San Francisco should vote for measure 38.

First. The present Ingleside County Jail is without question a dangerous fire and death trap. Probably one of the worst menaces in the county and state. A jail built in 1872, shortly after the Civil War, condemned as a death trap, a fire hazard, a health menace, overcrowded in the winter, necessitating 150 or more prisoners being crowded into an improvised and makeshift quarters in an old storeroom of the county jail.

Present Structure Situated

Second. The present structure is situated in practically the center of Balboa Park, the very heart of a fast growing community of pretty little homes. This building with its old whitewashed fence and partially destroyed exteriors, blights the whole district, especially so as Balboa Park is in a small recession and the homes look down upon this ramshackled structure from the surrounding knolls. This land is badly needed for a playground for this growing district, for while the jail uses only thirteen acres of this 100-acre tract, it necessarily blights the whole acreage for mothers who do not like to have their children playing around prison walls. There has been much agitation on the part of the residents of this district and recently on the part of the playground commissioners to move the jail and utilize this land for a park and playgrounds.

Third. The passage of this proposition in the November election will result in the major portion of this $850,000 being spent in San Francisco, buying from San Francisco firms and above all employing San Francisco men at a time when many men are out of work.

Fourth. Leaving out the fact that the old building has been condemned as a fire trap, the old jail is still a very poor investment indeed for the tax payers of San Francisco. From an economic standpoint, it is a very expensive jail despite the fact that it is an old ramshackled building. In many ways the present structure costs the voters of San Francisco much more than a modern type jail building would cost them. In the matter of guarding: the old "Y" shaped plan of the Insgleside County Jail makes the cost of guarding practically double that of a one wing structure. Also, every time a few men go outside the adjoining walls to the small vegetable garden, it is necessary that a guard accompany them, making the raising of vegetables an expensive luxury, except of course from the health standpoint of the prisoners. In the matter of heating, as in many other items, a new building would save the tax payers a large sum of money.

Fifth. With a 150-acre tract in-

WHERE TRAGEDY IMPENDS!

Top: Women's Dormitory, Jail No. 3, Ingleside; Center: County Jail No. 2, Ingleside; Bottom: County Jail No. 3, showing Out-Houses

stead of the small thirteen acres, everyone of the inmates that were able to, would be kept busy. To fully understand what this means, you should realize the present conditions of the men at the Ingleside County Jail. In their present cramped quarters, there is only enough work for one out of three, and that for only part of their time. This work consists of the usual cleaning of the cell blocks, cooking, washing dishes and work of that sort, with gardening for a few more. The balance of the prisoners idle about, not doing anything during the whole time of their confinement, except eating and sleeping. In other words, you have from 200 to 400 men in the Ingleside Jail, where usually, because they were too lazy to make an honest day's living, kept idle for another sixty days up to the length of time of their sentence, which under the new law may be as long as ten years. When they are released it is plain to see that this period of idleness has done nothing to change their way except to make them even more lazy than they were before.

Much Better Picture

What a much better picture this would be if every able man was made to put in a good day's work on the proposed 150-acre farm. The men could raise vegetables and farm products for their own consumption, learn the arts of farming and in many cases probably would be turned out into the world partially reformed.

Sixth. The present crowded conditions at the Ingleside Jail do not allow the segregaion of prisoners which modern authorities recommend. Young men confined for sixty days for some minor crime are thrown in with hardened men who may be in for as long as ten years, nor is there any way of segregating the men from the diseased, aged, or criminal. The new structure is so planned, according to Sheriff W. J. Fitzgerald, so that this segregation can be carried out to the greatest degree that it is practical.

Asking all the voters to cooperate with the Citizens' Jail Removal Committee and with Sheriff W. J. (Dick) Fitzgerald, who has done much to further this new jail proposition, Mr. Tynan stated that the voters should vote Yes on 38 and rid the city for all times of the Ingleside County Jail.

Proposition 38 Endorsed

Proposition 38 has been endorsed and approved by practically every civic society in San Francisco, including all the newspapers, the Central Council of Civic Clubs, the West of Twin Peaks Council, the San Francisco Senior Chamber of Commerce and the Junior Chamber of Commerce, the grand jury, the Board of Health, and the Fire Department.

Fire Chief Brennan, who personally investigated the conditions at the present jail, in a talk before the members of the County Jail Removal Committee, likened the present Ingleside County Jail to a bundle of inflammable wood waiting for the torch at any moment to ignite it, which could easily turn the Ingleside County Jail into a catastrophe even worse than the terrible Ohio Prison holocaust, where 322 inmates were smothered and burned to their death last Easter Monday.

Chief Brennan Stated

In comparing the ill-fated Columbus Prison to the San Francisco County Jail, Brennan stated that our structure is even much worse than that building, for it was a more modern structure, fireproof with the exception of the wooden roof, having concrete stairs as well as concrete floors to the cells, while the old Ingleside Jail has wooden stairs and wooden floors to the cells. Besides, he tells us that the timber in the obsolete Ingleside Jail is over 58 years of age, dry rotted to the point of being the highest type of inflammable material.

Therefore, vote Yes to rid San Francisco of a death and fire trap county jail. To rid the Balboa Park district of the present antiquated and ramshackled structure. To aid the youngsters and residents of the West of Twin Peaks district in having a 100-acre playground and park. To provide work and employment for many now out of employment. To allow segregation of the prisoners, so that the young may not be thrown in with the old hardened criminal. To cut down the cost to the tax payers of San Francisco of guarding and heating, etc., and mainly to make all of the prisoners work at some farming occupation, eliminating idleness, as well as cutting down their expense to the community.

Let's make it unanimous for Proposition 38.

San Francisco Police and Fire Department Heroes Awarded Gold Medals For Outstanding Bravery

Sergeant Eugene J. Egan of the Golden Gate police station is the police officer who performed the bravest deed during the past year.

Battalion Chief John F. Kearney has been adjudged the member of the San Francisco fire department who showed the greatest heroism in performance of duty during the same period.

These announcements were made by officials of the Ninety-first Division Association which gathered in San Francisco September 28 and 29 for its twelfth annual convention.

Gold Medals for Heroes

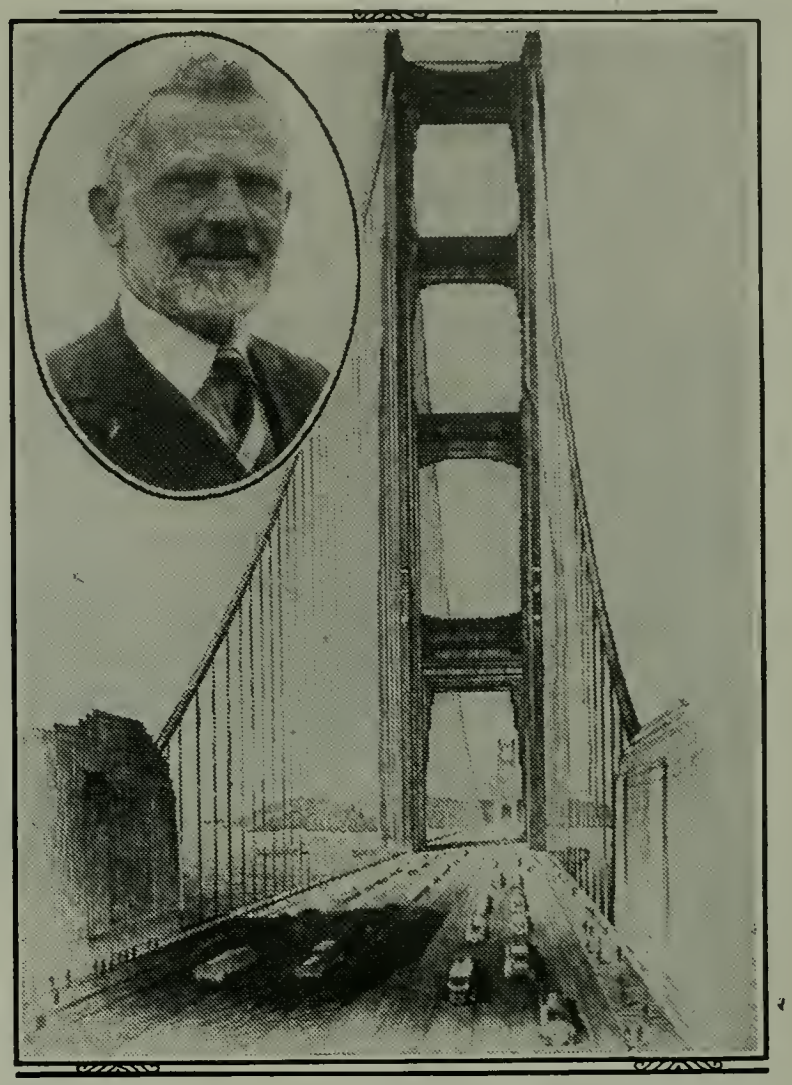
Gold medals on which their names were engraved were awarded Egan and Kearney at the City Hall following the parade by the veterans of the famed Ninety-first "Wild West" Division through the down town streets.

Egan's valorous deed, of which the police department took official cognizance, was his attempt to arrest two robbers who were holding up the Bank of Italy branch at Divisadero and Hayes streets on March 14. Egan was shot and seriously wounded by one of the bandits he was attempting to arrest. He was off duty at the time, but boldly entered the bank where the bandits were at work. A bullet from one of the bandits struck him below the heart, but he staggered after them, firing three shots as they fled in an automobile.

Called World's Bravest

Battalion Chief Kearney has been called "the bravest man in the best fire department in the world." He has a consistent record for courage, and on one occasion saved eleven lives at the risk of his own, eight from San Francisco Bay and three from the hold of a ship filled with deadly cyanide fumes. He is the possessor of numerous medals for bravery, including two from San Francisco and one from King George V of England. Now he has the Ninety-first Division medal also.

GOLDEN GATE BRIDGE ESSENTIAL TO PROGRESS



Here is what the San Francisco motorist will see when he drives on the bridge bound for northern points. Inset: FRANK P. DOYLE *of Santa Rosa, member of board of directors, Golden Gate Bridge and Highway District.*

Mammoth Project Will Join Kindred Communities Now Separated by Waters of Pacific

MUCH has been said to bring out the relation of the Golden Gate Bridge to the needs of the entire Bay Region. However, in view of the large equity of San Francisco in the project it will be of interest to voters in San Francisco to separately indicate in what manner and to what extent the Golden Gate Bridge meets the need of San Francisco in itself and what benefit it conveys to her.

Should Be Observed

First it should be observed, however, that the frequently repeated statement that San Francisco bears 85 per cent of the cost of the bridge is incorrect and misleading. Neither San Francisco nor any of the counties in the District bear the cost of the bridge. It is the traffic, the user of the bridge only that bears the cost. The tolls pay the entire cost of the bridge and the interest and carrying charges and leave a profit besides of $17,242,800 in forty years.

What the district does is to place behind the bonds the security of its assets, so that these bonds may be salable and since San Francisco's assets are 85 per cent of the whole assets of the district, she is 85 per cent of the security behind the bonds. She also, for the same reason, has paid 85 per cent of the preliminary tax of $400,000 tax levy to prepare the project. Since no one can show that the Golden Gate Bridge will not be self-supporting and redeem the bonds, no one has the right to say that San Francisco or the other counties bear the cost of the bridge or any part of it. The district desires to make that statement unmistakably clear.

1. Now what return does San Francisco get for its 85 per cent equity in the project? First of all, she gets 85 per cent of whatever surplus the bridge earns. On the conservative laws of the traffic report, she will thus get, in forty years, 85 per cent of $17,242,800, or $14,656,380.

2. Having already paid 85 per cent of the $400,000 preliminary tax to initiate the project, the passage of the bond issue will complete the acquirement, without further cost of an income-bearing property of $35,000,000, which in forty years will pay a total dividend of 50 per cent and which in a few years will have a valuation of $100,000,000.

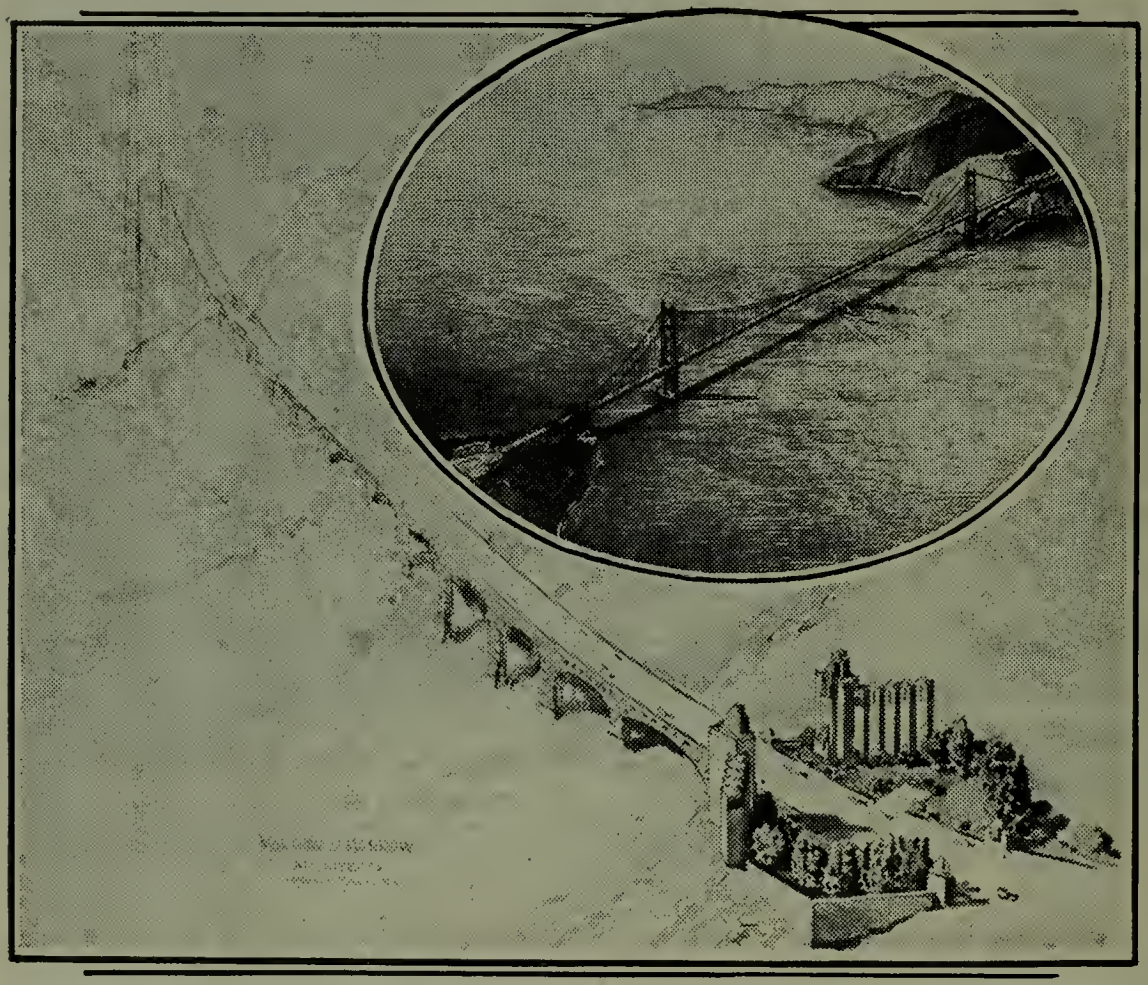
Brings New Highway

3. San Francisco, through the Golden Gate Bridge, brings a new and great trunk line highway directly to the city. Additional highways to a city mean just as much to a city as an additional railway line in increased travel and business.

California for Rolph by a Million Votes

Just as San Francisco welcomed the Western Pacific on this account so should she realize the value of the Golden Gate Bridge to her on this account.

4. San Francisco has seven highway outlets to the South built and to be built, but to the north and east she has none. The Golden Gate Bridge is the first step toward the construction of the badly needed northern and eastern outlets.



Architect's drawing showing San Francisco entrance to Golden Gate Bridge. Inset: How proposed bridge will look from the air.

5. If San Francisco fails to secure the northern outlet through the Golden Gtae Bridge, the Richmond-San Rafael Bridge proposed will divert the through traffic into Oakland and San Francisco will lose all the business that the Redwood Highway traffic is ready to deliver to her.

Metropolitan Center

6. Every metropolitan center requires complete suburban environment to provide homesites and living conditions within reach of its working population. San Francisco's development in this respect is one-sided instead of three-sided, as it should be. The Golden Gate Bridge will furnish San Francisco with suburban homesites for many more workers and wealth producers than San Francisco would have had if she had such homesites.

7. The commuters are an essential element of a modern metropolis. They are the city's working personnel that man its offices and shops. It is essential that the city take the best possible care of its commuters and move them as rapidly, safely and comfortably as possible. This can be done in no other way than by a bridge. Whatever expands the volume of commuter traffic correspondingly provides the city with an increased working personnel to take care of its expanding growth. The Golden Gate Bridge puts San Francisco on a parity with other modern metropolitan centers in this vital respect.

8. Each commuter will save via the Golden Gate Bridge an average of 53 minutes per day. Since there are now 9000 commuters per day, the total time saved per year to the commuter population is seen to be enormous. The saving means not only a vast benefit to the commuter but also to the San Francisco business world, of which these commuters are a vital part.

9. The Golden Gate Bridge makes the San Francisco commuter independent of fogs and other weather disturbances which so often disrupt ferry service and delays him in reaching his work. The value to San Francisco merchants and firms of unfailing regularity of its working personnel in reporting to work, is incalculable. One hour delay a month avoided for each commuter would in forty years approximate the cost of the bridge if the number of commuters remain as now. With the rapidly growing numbers this loss becomes increasingly serious to San Francisco.

10. The Golden Gate Bridge frees San Francisco from the peril it faces in the overtaxing and breakdown of the San Francisco-Sausalito ferries. With the opening of the San Rafael-Sausalito cutoff the capacity of the roads to the ferry is double the maximum capacity of the ferry, at its maximum schedule. This is both a serious and dangerous situation for San Francisco and makes relief not a matter of choice but of necessity.

Unlimited Capacity

11. The Golden Gate Bridge with its unlimited capacity furnishes this relief to San Francisco. It compares with the present ferry service in capacity and efficiency just as the present ferry service compares with the

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ferry service of one or two boats when first opened. That kind of service sufficed for San Francisco then. No kind of ferry service will suffice now.

12. The Golden Gate Bridge will increase the floating population of San Francisco, which population is so large a factor of the prosperity of cities like Los Angeles, Chicago and New York.

Bridge Is Equivalent

13. The Golden Gate Bridge is the equivalent of a permanent exposition as a stimulant of tourist traffic. Commuters and other transient units are effective in this direction only periodically. The bridge will be a continuous drawing card for San Francisco.

14. San Francisco, in the Golden Gate Bridge, will have an advertising medium of worldwide power. The structure will surpass all others and this will give it a drawing power for sightseers, engineers and scientists that will never cease to bring an influx of visitors wholly separate and distinct from the ordinary tourist.

15. The area of San Francisco, only 42 square miles, is insufficient to permit its effective functioning as a major city. It is limited as to number of fine residence sections and as to the size of the residence lots, compelling building to the lot line without adequate intervening space. The Golden Gate Bridge will open up new suburban residence sections within a stone's throw of the city with large lots permitting present San Francisco residence property to be devoted to large apartment houses and hotels, and the city's real estate development to parallel that of other large centers.

Pierce Water Barrier

16. The Golden Gate Bridge will pierce the water barrier holding back San Francisco real estate development and will bring about a readjustment which will raise the sale and rental value of all San Francisco property, and together with the increased population density of the entire related area will reduce apartment and store vacancies.

17. The Golden Gate bridge will populate the now undeveloped lands of the northern counties drawing both from San Francisco and other points. What San Francisco County will lose, is only apparent because those who seek residence across the bay will conduct their business activities in San Francisco. Business and real estate values are directly proportionate to population density.

18. The Golden Gate Bridge will

> While the gaunt specter of unemployment will be stalking through the country during the winter months, San Francisco can easily repulse the advance of the menace on the bay district, declares James Rolph, Jr., mayor of San Francisco and Republican standard bearer for governor. The approval of the $35,000,000 bond issue for the construction of the Golden Gate bridge will provide the shock troops of labor to eliminate the menace, he declares.
>
> "Though San Francisco has been fortunate throughout the summer, conditions, unless some action is taken, will be different this winter. Building and development work of all kinds is virtually at a standstill. With the natural tightening of the reins after the first of the year this condition will be accentuated for.
>
> "However, the citizens of the Golden Gate bridge district have it within their power to change this gloomy outlook. Anyone can foresee the beneficial results of the voting of the $35,000,000 bond issue on November 4.

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give four years of employment to San Francisco labor and will mean the spending of approximately $735,000 a year in San Francisco for that period. After the period of construction there will be continuous employment for operation and upkeep, purchase of light and maintenance.

19. San Francisco lacks playgrounds and open air diversion. The Golden Gate Bridge supplies that lack and gives to San Francisco the same advantages in that respect that Los Angeles enjoys.

20. The Golden Gate Bridge, with its easy and quick trips to the city, increases the radius of the city's markets and mercantile establishments. There will be more buying in San Francisco and less across the bay.

21. Both due to the through traffic on the bridge and the increased density of population produced by every great bridge, there will be a general rise of prosperity in San Francisco.

22. The bridge will aid San Francisco harbor in providing direct truck access and outlets to the San Francisco piers from both sides of the bay for the evading and unloading of cargo.

23. The bridge will facilitate the direct truck delivery of milk and farm products to San Francisco and thus reduce the cost of these products to the San Francisco consumer. Similarly direct truck delivery of San Francisco products will be facilitated.

24. The Golden Gate Bridge will increase night life in San Francisco and increase patronage of theatres and concerts, because of the ease and comfort of the return trip.

25. The Golden Gate Bridge will increase the use of automobiles in San Francisco because of convenient and attractive places to go.

26. The Golden Gate Bridge will permit the development of a belt line service between San Francisco and the trans-bay district.

27. The above outlines the effect of the Golden Gate Bridge upon San Francisco. It evidences that the direct and indirect returns of the bridge to San Francisco are immeasurably great, that it is San Francisco's prime need and that the building of the Golden Gate Bridge will at the same time build Greater San Francisco.

DRIVING HETCH HETCHY AQUEDUCT TUNNEL THROUGH THE COAST RANGE MOUNTAINS

By L. B. CHEMINANT, *Assistant City Engineer*

ONE of the most interesting and difficult operations of the mountain water supply project is the construction of the tunnel which will conduct the Hetch Hetchy water from the San Joaquin Valley to the valley of San Francisco Bay.

Begins at Tesla Portal

The tunnel begins at Tesla Portal at the base of the foothills, seven miles south of Tracy, runs in a general westerly and southwesterly direction for 25.1 miles and emerges to daylight at Alameda East Portal in Sunol Valley about two miles south of the well known Water Temple. Pipe 0.6 mile in length will be laid across this valley to Alameda West Portal, the beginning of a second unit of tunnel, 3.6 miles long, which ends at Irvington Portal, near the historic old Mission San Jose.

The twenty-five-mile single tunnel is the longest tunnel ever attempted by man, and overcoming of the many difficulties encountered in its construction is reflecting great credit on the men engaged on the work. A great many of these men are seasoned veterans who so successfully drove the nineteen-mile and seventeen-mile tunnels between Hetch Hetchy and the San Joaquin Valley.

Tunnel Location

The tunnel location is practically along the line originally selected in 1912 by John R. Freeman, assisted by Dr. J. C. Branner, an eminent geologist, now deceased, who for many years was head of the Geological Department and for some time acting president of Stanford University. Before finally locating the tunnel line, the city engineer made further studies by means of diamond drill borings and by a detailed geological survey by H. J. Packard. As a result of these studies, the location of the line near Corral Hollow Creek was shifted southerly to avoid, so far as possible, the Cretaceous formations which had caused much trouble in the old Tesla coal mines. This shifting to the south had a practical limit, as the further the shift the deeper must be sunk the shafts through which the tunnel operations are being carried on.

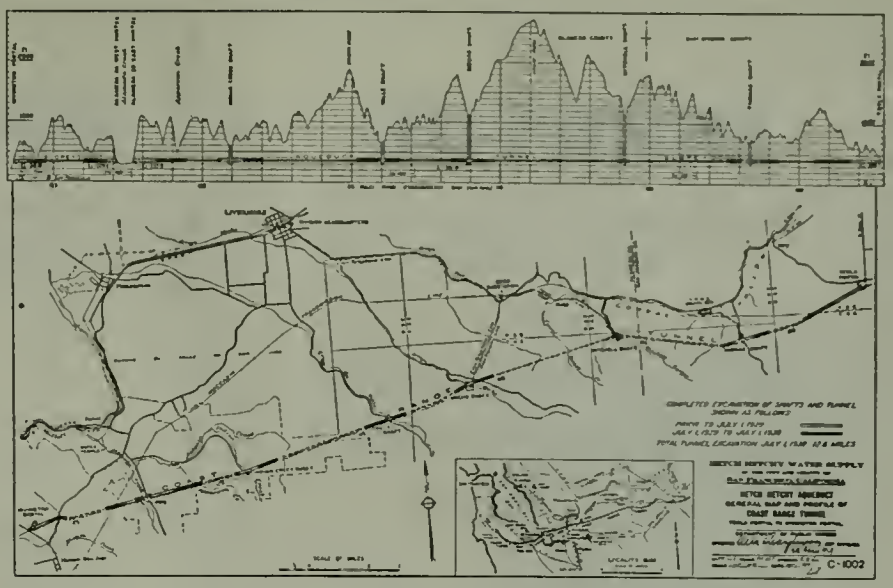
Shafts Were Sunk

The shafts were sunk to facilitate the tunnel operations by providing more points at which the work could be carried on. In the twenty-five-mile tunnel there are five shafts, from each of which tunnel is being

driven both east and west. Shafts are located in canyons, so therefore they are spaced unevenly, the greatest distance between them being 5.2 miles from Mitchell Shaft to Mocho shaft. The projection of the survey lines from the surface, down the shafts and through the tunnels requires the most careful and precise work that the surveyor is called upon to do.

Sinking Shafts Began

Sinking of the shafts began in 1927 after an unwarranted delay of six months, which was occasioned by failure of the Supervisors to approve the city engineer's plans for this work. As fast, then, as funds were available, construction camps were opened, machinery installed, and work begun. On June 30, 1928, the end of the fiscal year 1927-28, the shafts were approaching completion, 2245 feet having been sunk to that date. During the next fiscal year, twelve of the fourteen tunnel faces had been opened up and 4.1 miles of tunnel driven. During the fiscal year 1929-30, the remaining two tunnel faces were opened and nine miles of tunnel were driven. At present, fourteen and one-half miles have been driven. Between Tesla and Thomas, and between Indian and Alameda creeks, not much more than 3000 feet of tunnel yet remains, before concrete lining may be placed.



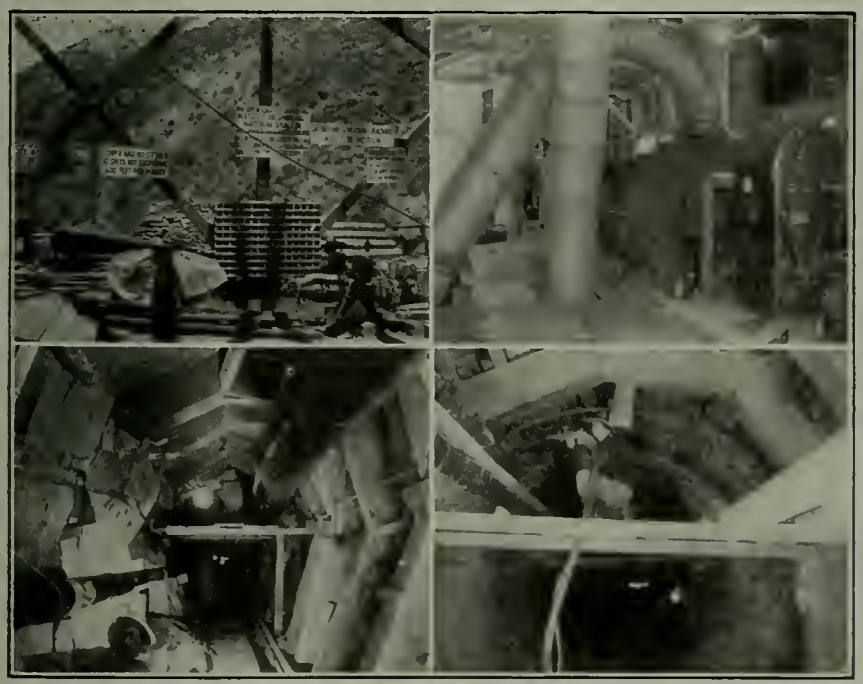
In June, 1930, a record progress of one mile of tunnel driving was made. Organization had been perfected and operations were being carried on with the precision of clockwork.

It was always anticipated that the driving of this tunnel was a difficult undertaking. The ground penetrated is very unstable and in many places has a tendency to swell. In ordinary ground, it is common to place timbers of 8x8-inch pine at five-foot centers. In this tunnel it has often been necessary to place the timbers at three-foot centers or closer and to increase the size to twelve by sixteen inches. In places the ground has run so that it is necessary to "breast-board" or place tight lagging so that the ground will not run into and entirely block the tunnel. These conditions have been met by lining the tunnel with gunite concrete as soon as possible after opening up the ground. At present, more than one mile of such lining has been placed.

Occasionally the bore penetrates seams in the rock which carry large quantities of water under heavy pressure. In one case a water flow of 2500 gallons per minute was encountered, enough to supply a city of 40,000 inhabitants. Such flows are generally cut off by forcing cement grout, by means of a high pressure air gun, into the seams, thus filling them with a sort of concrete and allowing the work to proceed.

Most Serious Difficulty

The most serious difficulty was the occasional occurrence in some places of methane gas, a combination of carbon and hydrogen which constitutes 80 per cent of the natural gas that is used for cooking and heating. This gas, when mixed with air in certain proportions, (from 5 to 15 per cent) is highly explosive. In the tunnels where methane was detected, elaborate precautions were taken to prevent accidents, but nevertheless, on July 17, 1930, an explosion in the east heading from Mitchell shaft took the lives of several men. For some time prior to this,



COAST RANGE TUNNELS, HETCH HETCHY WATER SUPPLY PROJECT

Upper left: Warning signs at shaft. Upper right: Blower, 10,000 cubic feet per minute capacity. Can be operated either to blow or exhaust. Lower left: Coast range tunnel showing effects of swelling ground in crushing heavy timbers. Lower right: Coast range tunnel, placing gunite concrete in 10' 6" tunnel to prevent crushing of timbers by swelling ground.

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Types of Safety Appliances

the city engineer had been in consultation with the state engineers on safety and had been installing numerous devices and methods which they had recommended. The coroner's jury decided that the accident was caused by a broken safety lamp. In the pockets of two of the victims were found smoking materials, although the carrying of such into the tunnel was absolutely forbidden and was punishable by immediate discharge from the city's service.

After the Accident

Immediately after the accident, the newspaper "safety engineers" and other self-constituted experts, began an extensive publicity campaign. The supervisors directed the city engineer to comply with all safety orders. Consequently, work was shut down in nine of the fourteen headings, hundreds of men were laid off, electric wiring, machinery, etc., were removed from the tunnels, horses and mules temporarily supplanted the electric locomotives, and general disorganization of the work followed.

In the meantime, a commission of representative citizens appointed by Governor Young to formulate plans to prevent similar accidents, reported that the ratio of fatal accidents in the Hetch Hetchy tunnels was lower than the rate for California, or that for the United States. This fact was not printed in the newspapers that had pursued a policy of exaggeration.

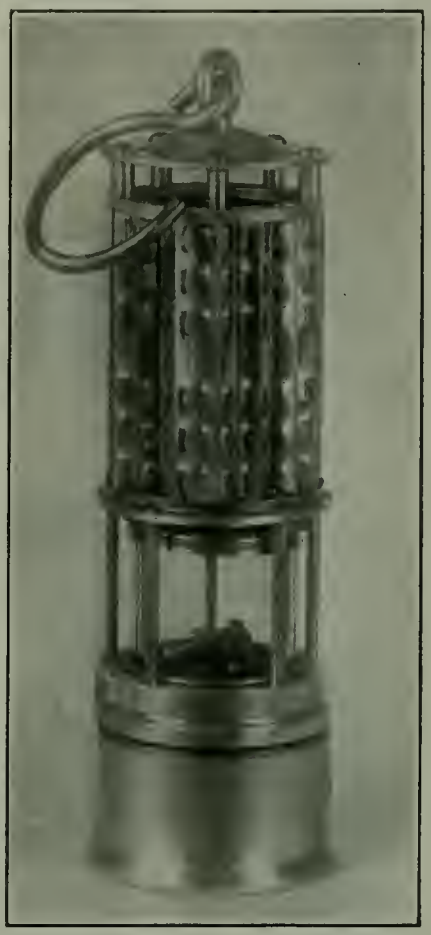
Work has now been resumed in all headings. The city is working in close coöperation with the state and Federal bureaus. All safety matters are handled by a safety committee of three, one being an assistant engineer on the Hetch Hetchy project, one from the State Industrial Accident Commission, and one from the United States Bureau of Mines.

"Permissible locomotives" were purchased and are now being put into service. These locomotives are very similar to the ones previously used, except for complete enclosure of all parts that might either normally or accidentally produce a spark. All such parts are equipped with locks that can be opened only by an authorized person in a special room provided for this purpose near the shaft. This room for charging the storage batteries of the locomotives is lined with concrete and special provision is made to keep the air in it fresh and free from gas. There are twenty-seven of these new locomotives, fifteen of them being of five tons and twelve of four tons. The records show no gas explosion to have ever been caused in the Hetch Hetchy tunnels by the older non-permissible locomotives.

One of the oldest safeguards in coal mines or other mines showing gas has been the flame safety lamp. This is a device with a font holding gasoline or some other inflammable liquid, and a wick adjusted to burn with a very small flame. This flame is seen through a glass globe and is prevented from free access to the other air by a wire screen. If an inflammable gas is present in the air, the flame increases in size, thus announcing the condition to the shift boss, who must then remove the men from the workings until the air becomes satisfactory. The flame safety lamps used are magnetically locked so that they can be opened only by an authorized person in a proper place. One of the rules is that safety lamps must not be left unattended in the tunnel.

Another device used for the detection of inflammable gas is carried by the fire boss. This detector has a filament which is electrically heated. In the presence of inflammable gas the filament becomes further heated by the combustion of the gas and the amount of gas is indicated by the reading of a voltmeter. The fire bosses constantly patrol the tunnels and test the air, keeping a record of time, location, amount of gas if any, etc., etc. It is his duty to advise the boss of conditions, and if necessary, to instruct him to take the men out of the tunnel. He must also test the air before and after blasting.

The cap lamps, which constitute the sole illumination in the tunnels where gas may be found, consist of two cells of Edison storage battery in a metal container, strapped to the back by a leather belt and with



Flame Safety Lamp

reinforced lamp cord extending to a headpiece which is clipped to the man's cap. The headpiece has a double filament lamp, one to burn ten hours and one to burn twenty hours. The lamp socket and fastening are so arranged that if the headpiece or glass be broken, the lamp bulb will pop out and break the circuit. The battery cover is locked and can be opened only by an authorized person at a proper place. Batteries are taken to the surface every shift to be cleaned and charged. The use of these small lamps instead of the former electric lights has resulted in a large increase of bruised and smashed hands and feet, as the worker is put to more or less disadvantage by lack of powerful illumination.

Fresh air is provided by blowers, operated by electric motors, with

A Million Majority for Rolph

capacity of 10,000 cubic feet per minute.

Pumps used in the tunnels are driven by compressed air but at the shafts, where the air is fresh, electric equipment is operated.

No open lights, cigarette lighters, matches or smoking materials are permitted underground. Notices to this effect are posted at the surface and the men are searched at irregular intervals to see that the rule is observed.

Ample fire protection is afforded at all shaft head frames by high pressure water supply and many hydrants.

Man cages are used in the shafts for hoisting and lowering men. All cages and skips are equipped with safety devices as satisfactory as those in the most modern office building.

Elaborate provisions have been made for handling emergencies. At Livermore, mine rescue equipment is kept available at a moment's notice at any time of day or night. The city maintains a hospital with doctor and ambulance service always ready. Mine rescue squads of over 100 specially picked men are trained for emergencies.

The partial shutdown of the work in the tunnels during the period of waiting for permissible equipment together with the cost of equipment and the loss of efficiency is estimated to have cost the Hetch Hetchy work about $1,000,000 and to have resulted in six month's delay in completion of the tunnel, which is now set for the year 1933.

E. JACK SPAULDING
Chairman, Airport Committee

SAN FRANCISCO'S PROPOSED AIRPORT RANKS HIGHEST

By L. J. ARCHER
Assistant City Engineer

WORLD acclaimed for harbor facilities, San Francisco is concentrating attention on a comparable airport. Favorable action on a $4,000,000 bond issue will bring to the San Francisco Bay region a second Golden Gate—a gateway to the ships of the air.

"The time has come," declares President Hoover, "when there should be at least one airport to every community. The establishment of such airports must be the result of the initiative of the communities themselves." In San Francisco the need is great. Experience has shown that motorists are encouraged to travel where good highways lead them, train and steamer tourists where service invites, and air travelers where airports offer safety and adequacy.

Selection of Site

Few cities have made such complete investigation for an airport site as has San Francisco. Twenty-odd sites have been advocated and their merits weighed. Four sites withstood the initial process of elimination; a meteorological diagnosis extending over a period of one year eliminated three of these, leaving Mills Field supreme. It is this site that it is proposed to develop into a Greater San Francisco Municipal Airport.

The airfield lies on the Bayshore Highway, thirteen miles south of the central part of San Francisco, twenty minutes by motor over a 125-foot-wide highway, and is surrounded by the city limits of South San Francisco, San Bruno and Millbrae.

Establishment of location inaugurated proposals for land acquirement, which resulted in a purchase agreement to obtain an estate of 1114 acres for $1,050,000, three hundred acres of which are tidelands. The city purchased 112 acres of the above from general fund money. Bond issue money will purchase the remaining acreage, together with 1080 acres additional tideland acreage necessary for required area and reclamation borrow material.

Airport control and administration are vested in the Airport Com-

mittee of the Board of Supervisors, Supervisor Jack Spaulding, chairman. Construction and development plans are being promulgated in the office of M. M. O'Shaughnessy, City Engineer of the City and County of San Francisco.

Reclamation

Requirements necessitate the construction of 11,000 lineal feet of levee to bound the bay side. Protection from wave action will be accomplished by placing heavy riprap on the shore slope of the levee within the vicinity where such action will exist, using lighter rock to form a blanket, against the levee side and to provide a water seal.

Hydraulic fill to an average height of thirteen feet will be placed upon the tidelands, and five feet upon the existing used field. The surface will be graded from a high point at the central runway intersection, which will provide partial drainage and decelerating force upon a landing plane, and accelerating force upon a taking-off plane. (Note paragraph upon Operation, following.)

Runways

The necessity of definite operation, control, practicability and economy dictate the use of hard surface runways. This type of surface advantageously provides a stable surface under all weather conditions, affords low tractive resistance, obliges comparatively little maintenance, and encourages increased traffic. It is obviously impractical to "hardsurface" the entire field.

As the movement of an airplane in approaching and landing at an airport is almost entirely governed by the wind direction and the corresponding runway paralleling the wind direction, particular attention to runway orientation is essential. The Wind Rose, shown in Figure 3, indicates the percentage results of a continuous anemograph record directed by the weather bureau over a period of nearly three years at the airport. The direction of the prevailing wind was deduced from these records and a basic runway laid parallel to this wind. Additional runways were oriented to enable a plane to take off within 22½ degrees of the wind direction under all circumstances.

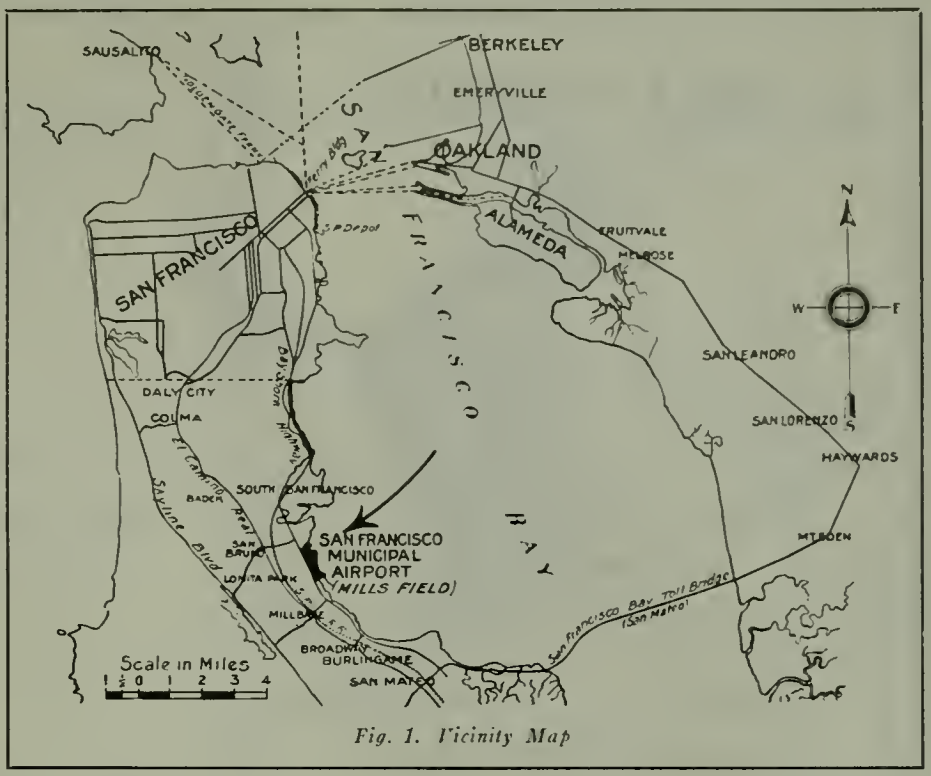


Fig. 1. Vicinity Map

Actual Taking-off

Actual taking-off and landing distances are not large for the usual conditions of operation. The distance traveled before the wheels leave the ground is, in some instances, when running into the wind, as short as 150 feet. The distance required to stop after the wheels first touch the ground is, as a rule, materially longer as compared to the taking-off distance, where sole reliance for deceleration is placed on the frictional resistance between pavement and tail skid. The runway should be of a sufficient length to allow an airplane to land dead ahead should engine failure require so before the airplane has gained sufficient altitude to make a turn and land on the field. The Department of Commerce required at least 2500 lineal feet of effective length to applicants for highest rating.

Given Ideal Conditions

Given ideal conditions, an airplane can be landed on a very narrow runway, but under normal operating conditions, where cross winds may prevail, tires may flatten, or brakes bind, 130 feet should be the minimum. Runways as shown on the fully developed plan (Fig. 5) are 400 feet wide.

Surface treatments vary from natural soil to concrete pavements.

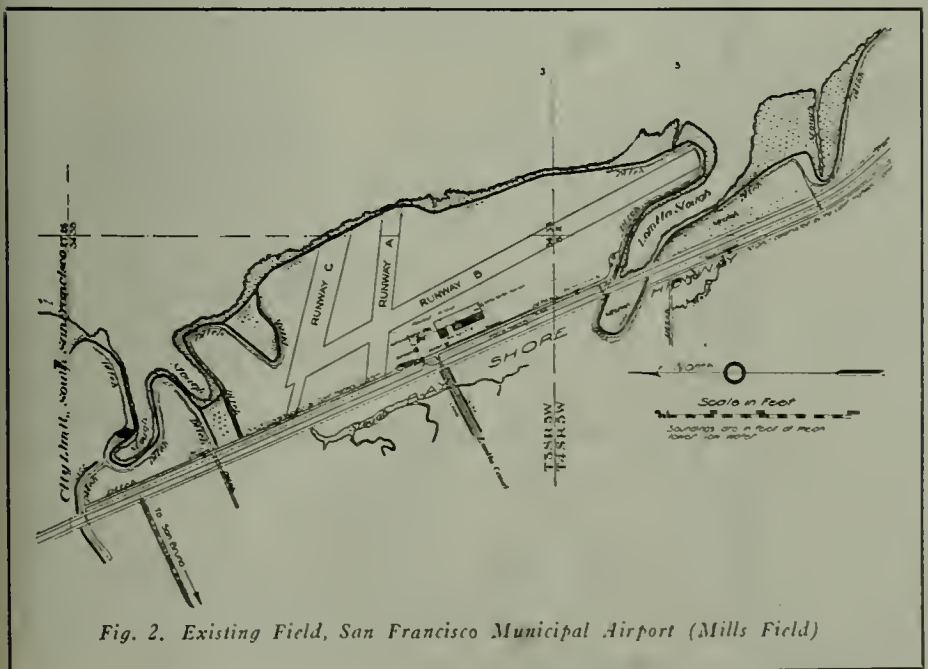


Fig. 2. Existing Field, San Francisco Municipal Airport (Mills Field)

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Well-Kept Turf

A well-kept turf finds high favor among the pilots in the summer months, but is apt to be disappointing in winter when standing water renders the surface unstable. Irrigation, where required, may make turf maintenance costs excessive or even prohibitive. Asphaltic concrete provides in some degree the resilient characteristics that win high favor among the turf advocates. The absence of the necessity to construct expansion joints for asphaltic concrete is a desirable feature, but the light absorption characteristics of a black pavement necessitate the painting of white strips to define the axis of the runway while taking off or alighting under night floodlights. Cement concrete is gaining more favor among the pilots as they "become acquainted with the feel of it." Although first costs are higher than perhaps any other comparable pavement, maintenance costs are negligible.

Friction burns caused by alighting on this type of pavement have caused some concern. These burns result when alighting with landing wheels in a non-revolving state. A plane landing at 60 miles an hour with a wheel say of 40 inches, requires a correpsonding instantaneous speed of about 500 R.P.M. at the moment of contact with the ground.

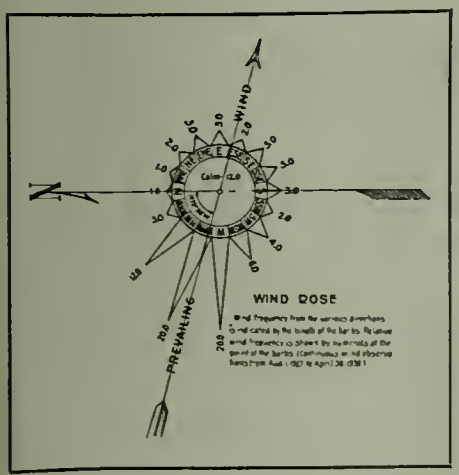

Fig. 3. Wind Rose Record, extending over a period of nearly three years

The wheel cannot start spinning at that rate instantly as it requires a fraction of time to overcome the moment of inertia. On account of this retardation of revolution, the wheels are skidded for a fractional distance which results in a burned tire.

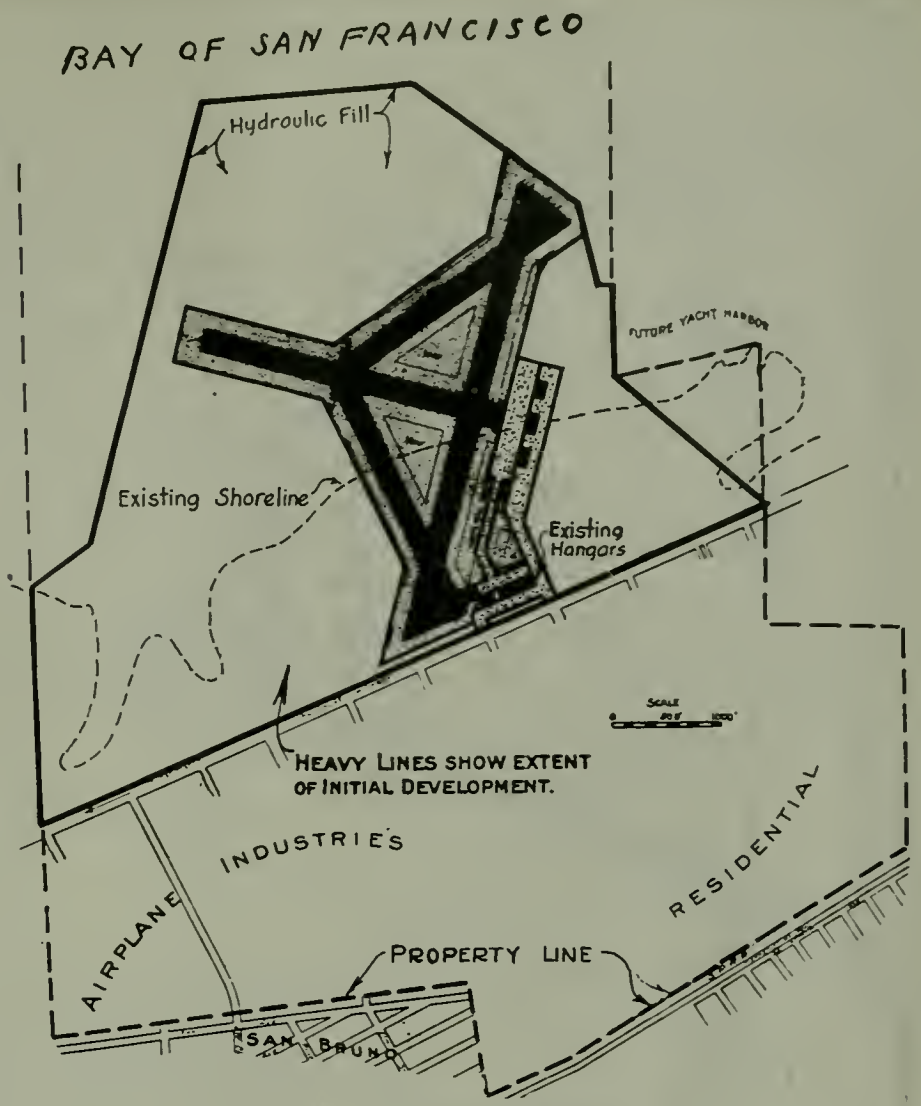

Fig. 4. Initial Plan of Development

Tests Demonstrate

Current tests demonstrate the advisability of impact allowances of around three times the weight of the loaded planes for 5000 to 10,000 pound airplanes, and about twice the weight for planes weighing from 10,000 to 30,000 pounds.

The initial development (Fig. 4) provides a hard surface pavement, 100 feet in width, centrally placed in the runway with a 100-foot width resilient type pavement flanking this strip on each side for landing planes.

Drainage

Adequate drainage is most important in insuring a safe and stable flying field. Water must be removed quickly to prevent destabilization of surface soil.

A very satisfactory drainage system has been installed in the present used field, consisting of gravel backfilled mains paralleling and at the edge of each crowned runway, with gravel backfilled laterals spaced at 50-foot centers connecting into the mains.

It is proposed to construct the future system much along the same design, and of sufficient capacity to remove the runoff from an average maximum rainfall within two hours after the end of the storm.

Administration Building

The Administration Building is an important, and frequently a neglected part of the airport. A railroad company would little think of proposing the construction of a passenger station for a large city as part of an engine roundhouse; yet that is the situation often found at many of our American airports. It is a reflection upon our highest priced passenger transportation service.

It is planned to construct an Administration Building at the San Francisco Airport, of pleasing and substantial design, with special regard to the efficient placement of facilities.

The general plan of the structure calls for a two-story building surmounted by the field control tower,

A Million Majority for Rolph

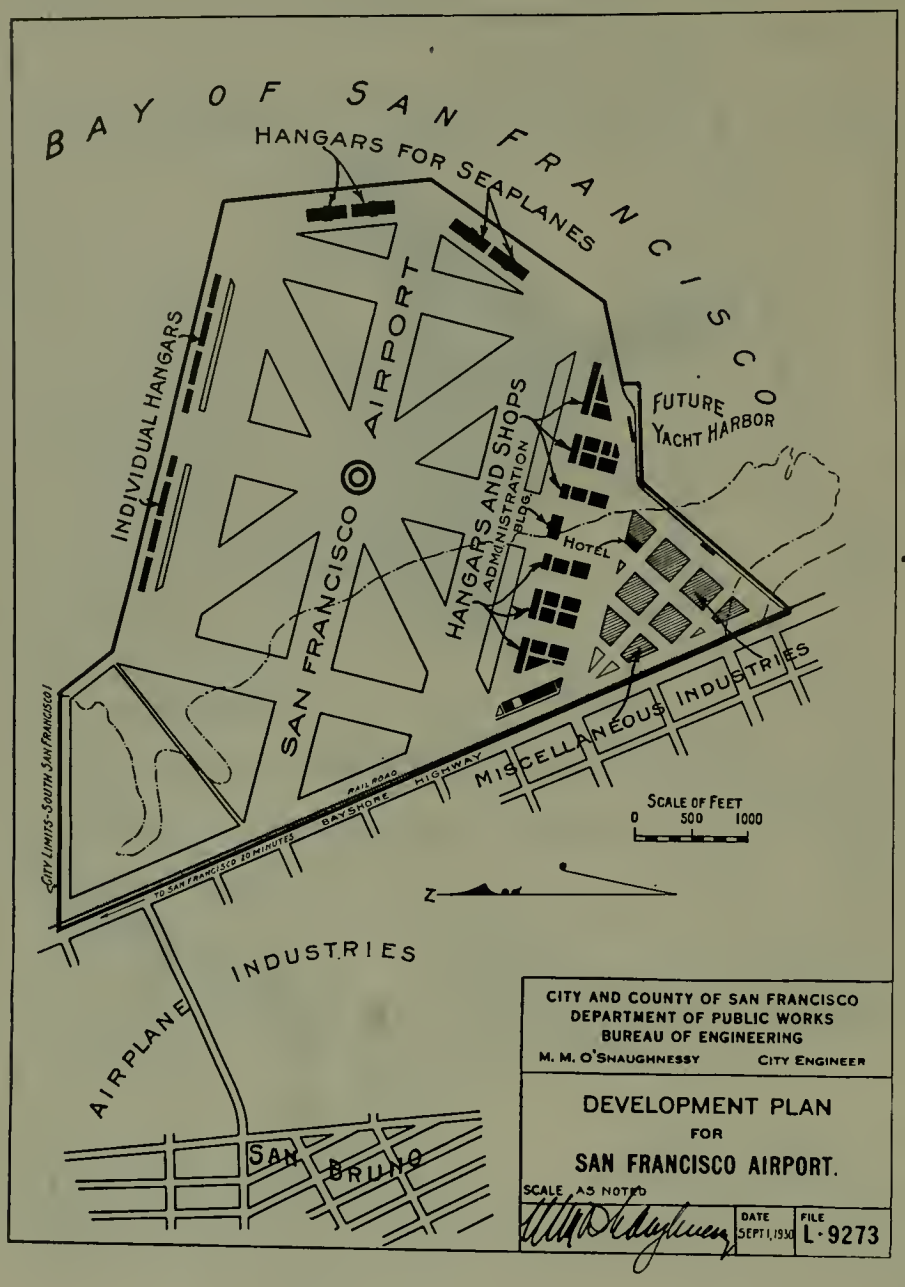

Fig. 5. Ultimate Development

with an overall height not to exceed 50 feet. The basement provides space for a heating plant and storage; the first floor furnishes facilities for waiting rooms, ticket offices, air transport offices, rest and convenience rooms, express rooms, post office, dining room, first aid station, barber shop, telephone booths, news stands, telegraph room, airport superintendent's office, police department; and the second floor accommodates the meteorological office, pilots' lounge, radio room, tea room, administration offices, and air transport offices. The field control office in the roof tower will command a view of the entire landing area. From here signals can be given regulating the traffic to and from the landing area. The meteorological equipment will be mounted on the roof.

Hangars

It is important that the hangar offer reasonable fire protection, safety from storms, good day and night light, proper ventilation, easy access and egress for planes, convenience rooms, storage space for spare parts, and telephone connections. Adequate protection against fire cannot be stressed too much. The Department of Commerce reports that during the first three months of 1930, eighty-seven planes were destroyed in hangar fires causing a property loss of $700,000.

The initial plan of development proposes the construction of one hangar in the vicinity of each side of the Administration Building.

Estimate

The cost estimate of airport acquisition and initial construction and equipment, as shown by Figure IV, is as follows:

1. Purchase of 1002 acres of land from the Mills Estate, Inc., which is the remainder of this estate which may be acquired by the terms of the recent purchase agreement	$ 945,000
2. Purchase of 1080 acres of tidelands adjoining the Mills Estate purchase on the eastward	108,000
3. Construction of 11,000 lineal feet of riprap protected earth dike	440,000
4. Reclaiming tidelands and elevating present used field with 13,510,000 cu. yds. of hydraulic fill	1,351,000
5. Construction of 2,200,000 sq. ft. of runways	308,000
6. Top dressing, grading, and seeding 100 acres	270,000
7. Construction of 338,000 sq. ft. of reinforced concrete taxi and apron strips	101,400
8. Construction of 400,000 sq. ft. of roadways and parking areas	56,000
9. Construction of 30,000 sq. ft. of hangars and shops	90,000
10. Construction of administration building	100,000
11. Installation of subdrains, construction of pump houses and installation of pumps	105,600
12. Night lighting of field and hangars	125,000
Total Bond Issue	$4,000,000

As requirements demand, further improvements may be made to coincide with the ultimate development plan shown in Figure V.

Operation

It is proposed to control field traffic by requiring taking off planes to use the upwind half of the runway, and landing planes the downwind part of the runway. By this method danger from collision and taxi-distances are held to a minimum.

An analysis of the wind record, shown by Figure 3, applied to the ultimate plan of development, Figure 5, shows that for 54 per cent of the time a taxi distance of 460 feet is required, 41 per cent of the time a distance of 1710 feet, and 5 per cent of the time a taxi distance of 4000 feet.

In Conclusion

Tentative plans attempt to anticipate the needs of the future, to exact a practical layout for operation, and to match proportionately and supplement the other fine airports in the San Francisco Bay region. To accomplish this requires a bond issue. The bond issue will provide the golden coins, and the golden coins will produce a Golden Gate to the ships of the air.

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Capt. Duncan Matheson, Treasurer of the City and County of San Francisco

Captain Duncan Matheson, treasurer of the city and county of San Francisco, was born in Nova Scotia in 1865. Coming to San Francisco in 1881, he spent the remaining years of his boyhood here. He then moved to Humbolt County, where he was employed in the construction of the Elk River railroad.

He left Humboldt County and spent some time in visiting Australia, New Zealand and India. He returned to California in 1887 and entered the service of the Southern Pacific, being engaged in construction work. He was awarded a gold medal by the company for having the best roadmaster's district on the system.

He was appointed a police officer in 1900 and passed through every rank of the department and was always number one on the promotion lists.

He served for twelve years as captain of detectives, and under his supervision and control became the most efficient on the continent. His work with the Better Business Bureau stands out as the most constructive in the country.

He is a member of the Commonwealth Club, Down Town Association, California State Automobile Association, California Safety Committee, Advertising Club, secretary-treasurer Peace Officers Association, International Association of Chiefs of Police, and past president of the California Branch of Criminal Law and Criminology.

His Masonic affiliations are: member of California Lodge No. 1, a Royal Arch Mason, Knight Templar, Thirty-second Degree and K. C. C. H. He is a member of Islam Temple and Royal Order of Jesters. He is one of the trustees of the Widows and Orphans Fund of the Shrine.

A Million Majority for Rolph

Treasurer Duncan Matheson Completes Year of Service

A YEAR has passed since Duncan Matheson became treasurer.

We all remember the turbulent times of the previous regime, the resignation of Treasurer John H. Thieler and the appointment by Mayor Rolph of the well known captain of detectives.

It was great reading and the public was intensely interested. You do not hear quite so much about the treasurer's office these days. "Happy the country that has no history"; you remember the old saying.

Afforded an Opportunity

This magazine has been afforded an opportunity to make a survey of the treasurer's office, and we are going to tell our readers something about the doings of this important arm of the city government. Our text will be, "A year of Matheson."

The name and reputation of Duncan Matheson has long been a synonym in this community for honesty and keen intelligence and we all know that he has lived up to his reputation during the conduct of the office of city treasurer. When selected for this important post one year ago, September 4, his appointment by his Honor, the Mayor, was hailed as a most excellent one, receiving universal commendation, and the mayor himself used the phrase—now we have a real "Watch Dog of the Treasury."

Proved Himself Master

The treasurer has been such and much more. He has proved himself a master of the situation, grasping the technical features of finance, accountancy and administration, and lost no time after assuming office in adjusting, remedying and correcting many of the practices and methods that had been subject to more or less criticism by the grand jury and the press.

Treasurer Matheson appears to have been a money mascot to the city.

The bond market had been dull and dead and practically nil for many months, the last city sale having taken place September, 1928. In December, 1929, the Bank of Italy purchased $4,000,000 bonds and shortly thereafter took the great Spring Valley issue of $41,000,000. Fifty million, three hundred six thousands dollars in bonds have been sold over the counter and the proceeds deposited in city banks, drawing interest at 3 per cent per annum.

The fiscal year 1929-30 report shows that $523,920 interest was earned on such deposits. The treasurer points out that this ratio of earnings cannot be expected the coming year, as bond moneys have been used in municipal construction works of great magnitude and the general funds of the city are now nearing the point of practical depletion, anticipatory to the tax money due in large amounts in November and December.

Bond Issues by City

Bond issues by the city and the condition of the money market are the prime factors in bringing about earnings of interest, which materially help in reducing the tax rate.

Treasurer Matheson favors issuance of bonds at this time, believing necessity exits and the market warrants. The $4,000,000 Memorial Bonds should be placed on the market, affording funds to expedite this great work.

Treasurer Matheson states that under the present city charter there is no provision to care for the city finances during the lean periods—toward the end of tax periods—and that this feature of city finances must receive major attention from the Board of Freeholders in framing the new charter. Only by the opportune use of bond moneys in the past has the city avoided the unpleasant necessity of registering demands. This has not been done for twenty years.

Cashier Smith States

Cashier Sidney Smith states that while the large amounts available for bank loans contributed mainly to the large earnings, that the same were very materially increased by the methods introduced by the new treasurer, viz., "minimum money in office, maximum in banks, more profit for city." Special funds of San Francisco water department and the Islais Creek reclamation district are maintained separately, in active and inactive funds, receiving proper interest thereon.

Supported by Staff

Treasurer Matheson is well supported by an active and loyal staff. Sidney S. Smith, cashier, and Thomas K. McCarthy, bank deputy, are veterans of more than twenty years service in the treasurer's office, rising froms the ranks, and promoted by Treasurer Matheson. W. J. Buttgenbach, chief bookkeeper, with John F. O'Shaughnessy, assigned as financial bookkeeper, with a staff of fourteen members extremely busy with very responsible work.

Joseph J. Cusack, assisted by Lawrence Cames, attends to the important section of inheritance tax matters. Messrs. Denney, Quinn, Hewlett and McDevitt are noted as efficient paymasters, disbursing the city's millions through their respective money cages. As high as $500,000 has been paid out in one pay day by these tellers, representing 3200 warrants.

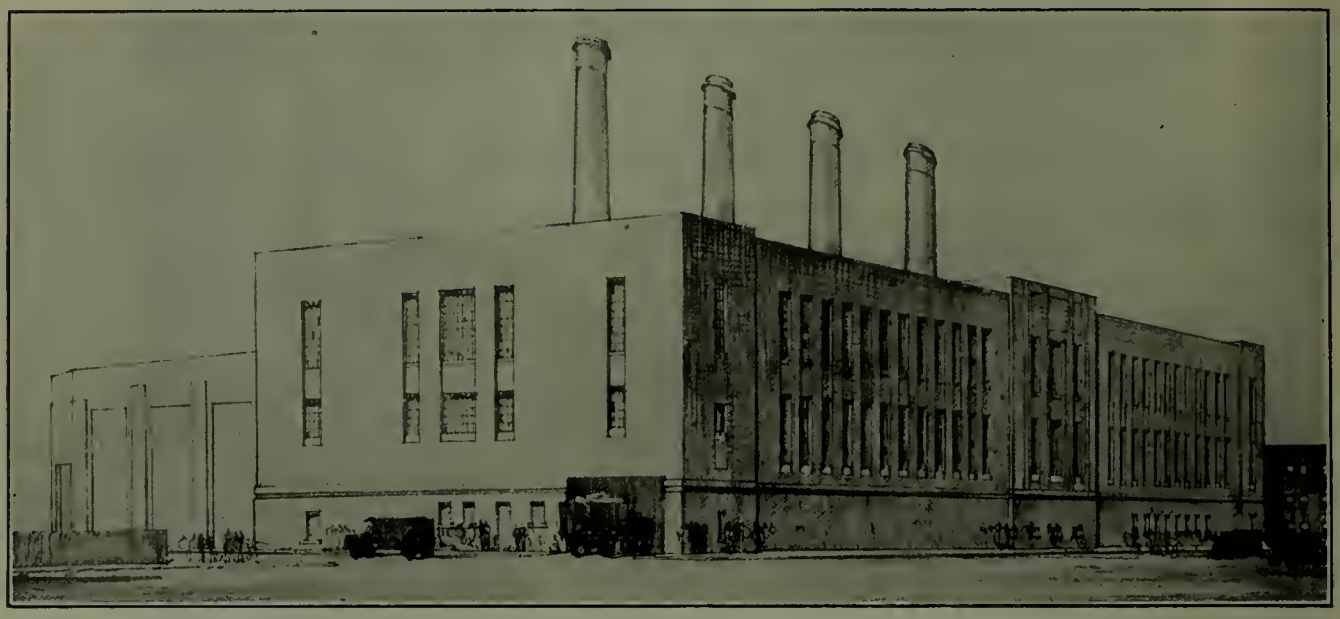
Specialist on Bonds

Louis Claveloux, specialist on bond coupons, has probably handled more of these tiny magic slips than any one on the Pacific Coast, having been engaged in this detail for the past twenty-five years. William E. Logan, receiving teller; John J. Goodwin, general clerk, and Mrs. Florence Hickox, treasurer's stenographer, complete the force of the office.

The treasurer submitted figures showing that a grand total of $211,944,693.67 (receipts and disbursements) had been handled by the office during fiscal vear 1929-30. He challenges any financial institution anywhere to cover this work with as small a force and at the expense incurred, viz., $51,197.31.

California for Rolph by a Million Votes

Health Officer Hassler Urges Passage of Proposition No. 39



Proposed incinerator for City and County of San Francisco. A two-thirds majority vote for Proposition No. 39 will solve San Francisco's grave garbage problem.

October 13, 1930.

To the Citizens and Tax Payers of San Francisco:

You are again being called upon to exercise your judgment on a number of issues that will appear on the ballot on November 4. As Health Officer of this citv, I appeal to you to give serious reflection and thought to the importance and necessity of assisting in maintaining the general health and welfare of this city, which has always ranked first among all of the cities of the United States of population over 500,000.

Continued Deplorable Conditions

For many years we have continued with a deplorable condition in the final disposal of the garbage and waste of our city, and the time has now arrived when the existing incinerator must close down either as a result of a court order or perhaps because of a tragedy that might result from its generally dilapidated condition.

It is not generally known to the people of this city that more than four tons of ash and dirt goes into the atmosphere from the stack of our garbage incinerator every twenty-four hours, which is both unnecessary and preventable, and undoubtedly a factor in the causation of disease, the extent of which we will concede it is difficult to prove, but even if it were not so, all authorities agree that a city's health depends upon the purity of the air and the freedom of the air from dust and dirty particles, smoke and other products of combustion. Where these exist, it is naturally difficult for the health authorities to fix the blame for specific incidence of disease. They are, however, preventable nuisances and should be abated.

On Dr. William C. Hassler, Health Officer for the City and County of San Francisco, was conferred, on October 29, the highest honor afforded a health officer of the United States when he was elected President of the American Public Health Association at its annual convention held in Fort Worth, Texas. Dr. Hassler has been nationally prominent in medical activities for many years.

Two Waste Products

In my judgment, there are two waste products of a city that should be cared for by the people of the city, namely sewage disposal and garbage and other waste and refuse disposal.

Any bond issue that promotes the health and welfare of the people of the city deserves more than a passing consideration. In fact it comes under the class of an emergency and necessary expenditure and should have the support and approval of everybody, principally because it is economical and it is for the protection and safety of yourself and your family. Economically it is also important.

In the great epidemics of plague in the past caused by rats, the city has expended more than a million dollars in addition to large sums expended by the Government, and during the interim of eradication the

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business interests of the city lost perhaps an equal sum.

If the garbage incinerator is shut down, it means that the waste and garbage must be disposed of by the "Fill and Cover" method, which the citizens of this city have already condemned and disapproved. A return to that method, even during the period of time necessary to construct a new incinerator would mean a tremendous increase in the rat population, which is now of such proportions that every district in the city is complaining. The transfer of squirrel plague to the rats of this city is an imminent menace which would be increased if we do anything that tends to enlarge the rat pest, which is the carrier of this disease.

Bear these things in mind when you consider the stand you are going to take on the bond issue questions. It is cheaper, safer and saner to prevent a condition than to remedy it after the damage has occurred.

VOTE "YES"
Garbage Incinerator Health Bonds
PROPOSITION 39 ON THE BALLOT

San Francisco must have a new incinerator. The one in use was built in 1897, and was declared to be a nuisance by a Superior Court writ, issued by Judge Mogan. The present disgraceful structure is only operating by tolerance. Should Judge Mogan issue a restraining order preventing operation of the old incinerator—and we cannot see how he can defer such action much longer—the only alternative left to the City will be to dispose of its garbage by the fill-and-cover method, which is a grave health menace and which the people have already decisively disapproved of.

Vote "YES" on 39 and end this dangerous health menace.

In the election of November 5, 1929, the voters decided that the city garbage must be disposed of by burning. Plans and specifications have been prepared by the city engineer's office for a modern incinerator plant to carry out this mandate of the voters of San Francisco. Funds must be provided. A small bond issue of $1,200,000 will take care of this.

Vote "YES" on 39.

The sanitary disposal of garbage is as much a public necessity as the disposal of sewage. The incineration method is favored by health authorities of the federal, state and city governments. It is a definite protective measure against the spread of disease and the dangerous possibilities of pestilence that any seaport must face.

Vote "YES" on 39.

Toronto, Canada, and New York City are striking examples of successful garbage disposal by burning. Though the incinerator plants are located near hospitals and school buildings in both these cities, they have been operating for years without neighborhood complaint.

The voting of bonds for this incinerator does not make it mandatory for the city to operate it. The Board of Supervisors, in conjunction with the Board of Health, when the bond money is available, will determine whether it will be most advantageous to operate by the city itself, or grant the privilege to some company engaged in the incineration of garbage.

Vote "YES" on 39.

San Francisco is an unusually healthy city. The shocking conditions at the condemned burning place now in use are a constant menace to its reputation.

The new incinerator is not a luxury but a dire necessity. Protect your fellow citizens and your own family.

Vote "YES" on proposition 39 on November 4.

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By Wm. C. Hassler, M. D.,
Health Officer.

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By Health Committee,
Dr. J. M. Toner, *Chairman*
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"LINDY" LEAGUE MEMBERS WIN HONORS

San Francisco Junior Aviation Enthusiasts Bring Credit to Playground Commission

By VEDA BERESFORD YOUNG
Secretary, Playground Commission

NATIONAL and Pacific Coast Records were broken in the recent aircraft meets held under the auspices of the Playground Commission.

The Lindy League, named in honor of Colonel Charles A. Lindbergh, America's beloved "Lindy of the Air," was organized by the San Francisco Playground Department in June, 1927. For three years the members have made creditable records with their planes, but never before have they brought such honor to San Francisco as in the recent meets.

At the indoor meet in the State Armory on August 23 and the outdoor meet at Funston Playground, August 30, hundreds of interested spectators attended and many new records were made. The tiny planes powered with rubber motors remained in the air from one to over seven minutes. Some were launched by hand, others rose from the ground and some took off the water.

Robert Bonner, of 1400 Washington Street, reecived the distinction of winning the Junior Championship of the Pacific Coast, while Glenn Hainer of 2866 Sacramento Street received the Senior Championship.

Betty Hind, of 1930 Pine Street, San Francisco, only girl in the United States to qualify for the national meet held in Atlantic City. Winner of Amelia Earhart Trophy for girl winning highest number of points in National Playgrounds Miniature Aireraft Meet.

As a result of the splendid records made, San Francisco won the Pacific Coast Championship, receiving 34 points, while Los Angeles received 21, and Pasadena 8.

Eight entrants, i. e., Robert Bonner, Tomatsu Shimazaki, Betty Hind, Thomas Robins, Glen Hainer, Paul Tescher, Robert Kemp and Arthur Johnson qualified to compete in the National Playground Miniature Aircraft Tournament in Atlantic City in October, 1930.

San Francisco qualified more than any other city in the United States. As a result of these splendid records the San Francisco Examiner and the Playground Commission sent the Senior Champion, Glen Hainer, and the Junior Champion, Robert Bonner, together with an escort, to the National Meet.

A Million Majority for Rolph

The only girl qualified to compete in the national meet was Betty Hind, who is to receive the Amelia Earhart trophy for having received the greatest number of points for any girl entered in the United States.

On Saturday, September 20, Captain Roy N. Francis, superintendent of Mills Field, gave an interesting talk to the Lindy League participants and presented the the awards to the winners in the meeting room of the Board of Supervisors.

The two boy champions have just returned from a tour of the country and participation in the Atlantic City meet. Opportunity was afforded them to take several airplane rides and also to visit Aircraft classes in Detroit, Washington and Los Angeles. Bonner won the All-Round Junior Championship of the United States, while Hainer placed fourth as the All-Round Champion in the Senior Division.

The future looks very bright for the miniature aircraft activities of the San Francisco Playground Commission.

Some Books in Popular Demand at Public Library

By ANNE M. FARRELL
In charge of Fiction Department, Public Library

GREAT rejoicing is always in the air when publishers send forth the advance sheets of their autumn output of books, for there is certain to be found among so many volumes, one or two really worthwhile stories.

If you have read J. P. Priestley's "The Good Companions," you will want to read "Angel Pavement," and if you have not, you will want to read it anyhow. Like the annual Christmas box of an indulgent grandmother, it is filled to the brim with good things, gentle humor, pathos, delightful chuckles and a tear or two. After a surfeit of the slightly tarnished wit of the sophisticated modernists, "Angel Pavement" is as refreshing as a mountain stream to a weary traveler.

Dull Little District

Into the dull, respectable little district, just around the corner from busy London, known as Angel Pavement, comes one Mr. Golspie. He is a dynamic whirlwind, and like an invigorating tonic, pours new life into the humdrum offices of Twigg and Dersingham. He gives hope to an elderly disgruntled clerk who is afraid of losing his job, and to a young worker he brings romance, in the person of his own lovely daughter. His hearty joy of living reaches even into the homes of the weary inhabitants of Angel Pavement, making life a bit of glamour for the moment, and poverty but the prelude to adventure.

If you are going to read but one book this winter, that book must be "Angel Pavement." Someone has said, "without doubt this new book is the most important novel on London in fifty years," and while this may be a bit exaggerated it does not hit too wide of the mark.

"Adam's Rest" by Sarah Gertrude Millin, is a depressing book. In her new novel, Mrs. Millin does not reach the literary heights that she achieved in her previous works, particularly in "God's Stepchildren" and "Coming of the Lord." There is nothing extraordinary in the new book, either in its plot development or character delineation, unless it is the definite note of confused hopeless, despair that prevails throughout the book.

Miriam and Janet

Miriam and Janet, sisters, have been raised in a little Capetown village by their aunt, Laura, who is a strange creature that has been disfigured early in life by an accident. The two girls grow up ever conscious of the warning that the blacks and whites must not mingle. On all sides are the sad, little yellow-eyed girls and boys, constant reminders of the white men who have succumbed to the fascinations of the black women.

Janet is happy enough, a girl with not much imagination, she is content with a few material things, but Miriam is made of finer stuff. She suffers poignantly, until she is in a desperate state, not knowing just what she does want, and being hopelessly unable to make any definite pattern of her life. The novel dramatizes the uneventful, and in that at least is successful.

It is a red-letter day in the literary calendar when a book by Leonard Merrick finds its way to the publishers. Although Merrick has been termed "the novelist's novelist," on account of his expert style and vivid characterizations, the lay man is ever certain to find genuine pleasure in the charming tales of this excellent craftsman. In his new collection of short stories, called "The Little Dog Laughed," Merrick again weaves the threads of humor and pathos into a fabric of delicate gossamer. Reading Leonard Merrick is like juggling with bubbles, it is great sport, very humorous, indeed, but when one leasts expects, the bubble bursts quickly, and one's eyes smart for the moment. Rose C. Feld, writing in the New York Times, sums up the charm of Merrick. It is, she says, "something that lies hidden between the lines of laughter and gayety and makes you remember the author long after you have forgotten the story."

Name Associated

The name of Holworthy Hall is almost always associated with the short story, though he has, of course, written a novel or two of minor importance, but it is in the shorter type of fiction that he has achieved his most pronounced success. However, in his latest work, "Colossus," he seems to have been able to put into a novel the ingredients that have been so powerful in making his short stories so very popular. "Colossus" is the story of Bryan Stinson, an all-American halfback, the great football hero of his college. Unlike the average college story, "Colossus" is a serious

book, with some clever character sketching, particularly that of the three women who use all their feminine wiles to capture the heart of the football hero. The question of professionalism in college sports is the central theme of the story, with the love interest of minor importance.

Followers of Helen Martin's Pennsylvania Dutch stories will enjoy her new book, "Tender Talons." While Mrs. Martin makes no play for great literary effects in her novels, there is always something intensely fascinating about her tales of the quaint characters that inhabit the little Dutch towns in Pennsylvania. In "Tender Talons" we have again the stern husband, the young wife, who wants to break away from the Dutch traditions, and their son, Lute. Lute grows up, and it is around him that most of the action of the story takes place. He goes to college, and comes under the influence of Dr. Hargate, who loves and rules his family with an iron hand. Lute falls in love with the doctor's daughter, and attempts to rescue her from the domination of her father. There is not a dull moment in the book, and while not meriting the distinction of a great novel, is at all times an interesting one.

For the devotees of the detective story, and the ranks are increasing rather than decreasing, the fall outlook is resplendent with a goodly supply of gorey deeds and chilling crimes.

Vincent Starrett, who knows a great deal about really worthwhile books, when he is not needed in books, when he is not steeped in mystery making, offers, "The Blue Door." This is a collection of ten long stories, the titles of which read like a police day-book, everything from lusty kidnapping to foul murder is covered, and will be enjoyed in the proper spirit by all members in good standing in the Crime Club.

"The Trail of Scotland Yard" by Stuart Martin again puts that august body of men in the limelight. After reading this tale of intrigue and mysterious happenings, one wonders just what Scotland Yard thinks of the enormous amount of free publicity it has received in recent years from the authors of the detective story.

"The Silver King Mystery" by Ian Greig, and "The Crime in the Dutch Garden," by Herbert Adams, are two other thrillers possessed of sufficient blood-and-thunder to satisfy the most exacting mystery reader.

Although the ranks of the lovers of Western stories have been sadly depleted by the desertion of the members in favor of detective tales, the publishers offer for their approval, Harold Bindloss' "Rancher Jim," a fast-moving tale of Alberta, and "Red Bill" by A. M. Chisholm, also a story of Canada, with the stalwart hero bidding for a bridge contract, while romance awaits in the person of Alicia, after the villain has been deftly routed.

DINNER DANCE HELD FOR POLICE ATHLETES

On October 8 a dinner dance was held at the Elks' Club in honor of the athletes of the San Francisco police department. William J. Quinn, chief of the police department, was the speaker of the evening and Captain and Chief Clerk Horace McGowan was toastmaster.

Mayor James Rolph Jr. was represented by Supervisor Angelo J. Rossi, who paid a tribute to the athletes of the department. The fire department was represented by Chief Charles J. Brennan, who spoke of the fine competition between the athletes of both departments and of the extremely good feeling existing between them. Chief of Police William J. Quinn, who also addressed the gathering, told of the benefits being derived from the athletic competition and encouraged the men to continue.

Following the talks the different athletes were introduced, each of whom gave a brief acknowledgement. A fine duet, "Porpoipose Blues," was rendered by Johnny Dolan and Les Rosa.

Sergeant Thomas McInerney and Officer Walter Harrington comprised the committee which was responsible for the arrangements and details of the dinner, and are the men to whom much of the credit for the success of the meeting is due.

SULLIVAN ELECTED DIRECTOR OF SAN FRANCISCO ART ASSOCIATION

Noel Sullivan, prominent as a musician and art connoisseur, has been elected a director of the San Francisco Art Association to succeed his uncle, the late Senator James D. Phelan, who had been a member of the association for half a century.

William Gerstle, president of the association, announced October 27 that Sullivan had accepted the post.

$33,376,621 TAX TOTAL IS 2 PER CENT GAIN

The total of city and county taxes to be collected this year, $33,376,621.60, represents an increase of 2 per cent over last year, according to comparative figures released recently by Benning Wentworth, auditor.

Last year the total was $32,510,110.32. The comparison also shows that assessed valuations have increased more than 8 per cent, from $1,196,439,062 to $1,303,025,065.

Normal Increase Offset

"This," Wentworth explained, "is due to the fact that most of the increased valuations are those of solvent credits and stocks and bonds, which are taxed at only 10 cents and 20 cents per $1 valuation, respectively.

"The valuation of real estate and improvements does not differ greatly from that of last year, owing to the fact that the normal increase of the roll was offset by the city's purchase of the Spring Valley Water Company properties.

"The total operative roll, after equalization by the state board, is $404,545,828.

Reduction by Board

"A reduction of $34,060,468 in the value of solvent credits, stocks and bonds was made by the board in order to bring these valuations to an amount which would furnish a correct basis for the computation of the state refund to the city for bond interest and redemption on bonds outstanding prior to November 8, 1910, when the operative roll was excluded from taxation for city and county purposes."

CITY PLANS BIG CELEBRATION FOR ROLPH ON EVE OF ELECTION

According to the recent announcement of Harry Sperb, secretary of the state Republican committee, San Francisco will stage a great celebration for the Republican nominee for Governor of California on the evening of November 3. The festivities will be held at the civic auditorium and will include music, dancing and several other interesting features to be announced. The celebration will be open to the public.

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12. Puts the kiddies to bed in daylight.
13. Changes babies' schedules.
14. Makes you carry two watches.
15. Was turned down by our State Legislature five times, for a good cause.
16. Has never been adopted by railroads or postoffices.
17. Increases highway accidents.
18. Opposed by parents.

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U. S. MARSHAL ESOLA BOOSTS JAIL BONDS

THE project for replacing the present worn-out and inadequate county jail at Ingleside with a new and modern structure is something I can endorse, not only as a tax-payer, but as the Federal officer responsible for the custody of United States prisoners.

Since the Federal Government maintains no prison of its own in San Francisco, it is dependent on the city and county for the accommodation of its prisoners. The Government's contribution to the local jail population, whether of prisoners awaiting trial or serving sentences, is considerable. The number of prisoners committed by the Federal courts in the last five years to the San Francisco county jail ran to a daily average of 97 and it is of interest to know that the Government paid into the city's treasury $106,041.60 during this period for the support of its wards in San Francisco. From it can be seen that the county gets a substantial revenue from its jail and it is evident that a portion of the cost of maintenance is lifted from the shoulders of the local tax-payer.

It is not pleasant to speculate on the people of San Francisco should be unanimous it is this one of building a new county jail. It is generally agreed that the jail at Ingleside has long outlived its usefulness. Old and out-of-date in every respect, an eyesore in a thickly populated residential district, crowded, unsanitary and withal a fire-trap of the worst kind, it is a menace to the hundreds of human beings who are compelled to stay within its walls.

It is not pleasant to speculate on what would happen if a fire should break out. We cannot afford to chance a repetition of the horror that took toll of scores of lives in the Columbus, Ohio, penitentiary fire. That prison was a model institution, with the latest equipment for release of inmates in case of fire.

At Ingleside we might have a worse disaster because the cells, instead of being arranged for locking and unlocking automatically with one operation, as in all modern prisons, are equipped only with padlocks of an ancient type, each of which must be opened with a key. Under panicky conditions in a time of fire one can imagine the probable results.

Every citizen and tax-payer should feel a personal sense of responsibility for the safety of our prisoners, and support the project for a new jail which will come before the voters at the November election.

FRED L. ESOLA,
U. S. Marshal.

CHIEF BRENNAN ENDORSES NO. 2

"I have studied the amendment known as Proposition Number Two on the November ballot which is designed to use a portion of the state's tax revenues as a contribution to firemen's pensions and benefit funds. I have also studied many systems throughout the country and am convinced that utilizing state money for the purpose of providing pensions for firemen is improper; it being recognized that firemen are municipal employees over which the state has no control. Using state money for such a purpose can only mean increased taxation regardless of the claims made by the proponents of the measure to the contrary. It is obvious that we cannot use money needed for the ordinary conduct of the state's affairs without being compelled to make it up some way.

"The small volunteer fire departments have no guarantee that they will receive any benefits from Amendment Number Two. Neither has San Francisco any such guarantee despite the fact that San Francisco is one of the largest contributors to state taxes.

"Therefore, I am emphatically opposed to the adoption of Amendment Number Two. It is imperfect in its construction, is contradictory in its phraseology, and ambiguous. If adopted the fire departments of the state will be compelled to continuously engage in state politics; one department being in contest with another over a division of the "spoils," if any. The firemen of California have the additional protection of the provisions of the Workmen's Compensation Insurance Act, a fact which the advocates of this faulty scheme or plan have apparently neglected to mention in their campaign for votes.

In my opinion Amendment Number Two is charged with questionable possibilities with no actual benefit to the people of the state and one which can only create a confusing situation which no citizen wants to see or be a party to. For these reasons I suggest that the Amendment, Number Two on the ballot, be voted down with its several "jokers" and numerous interpretations.

CHARLES J. BRENNAN,
Chief Engineer, San Francisco Fire Department.

A Million Majority for Rolph

GARDNER-DENVER COMPANY OCCUPY NEW PLANT

L. P. Young, manager of the San Francisco office of the Gardner-Denver Company, formerly located at 163 First Street, announces the opening of their new plant at 250 Seventh Street, San Francisco. The Gardner-Denver Company national machinery manufacturers have been

New Headquarters of Gardner-Denver Company

established in this city for more than nineteen years and are well known as dealers of up-to-date machinery in engineering lines.

At their new modern plant on Seventh Street they are admirably located to serve the needs of engineers, contractors and executives of the City and County of San Francisco. Complete lines of mining and oil field machinery, including hand-held rock drills, steel drill sharpening equipment, vertical and horizontal, single and double stage air compressors, and also portable air compressors of the finest type are available at all times for inspection and use.

The San Francisco manager, L. P. Young, extends a cordial invitation to the board of public works and other interested city officials to visit their new plant and make use of the services offered.

Mrs. Kathryn A. Kemp, after ten years of service on the staff of Curator George H. Barron of the M. H. de Young Memorial Museum in Golden Gate Park, has been placed on the retired list, effective October 1.

The members of the Museum's staff, and a number of other friends, gave Mrs. Kemp a party at the Museum in celebration of her birthday, September 25. A huge cake and other refreshments were provided under the supervision of Miss Elizabeth E. Holmes, assistant curator, and the luncheon room was appropriately decorated with flowers and greenery from the Park.

SAN FRANCISCO WATER

NELSON A. ECKART
General Manager and Chief Engineer, San Francisco Water Department

The monthly report of the water department of the city and county of San Francisco, as handed in last week by Nelson A. Eckart, the general manager, to the Board of Public Works, shows an increase in net income of $21,799.19 over the month of August.

The gross revenues during the month of September amounted to $619,062.88, an increase of $17,418.31 over the previous month. The total expenses reached the figures of $345,227.07. This was $4,380.88 less than for August.

The principal source of revenues, water sales in San Francisco, increased by $27,063.28, totaling $571,577.22 for the month. Water sales outside of San Francisco, however, decreased by $7,311.60.

Operating expenses for September amounted to $135,608.25, which was $4260.19. The other principal expenses were: bond interest, $150,000; Hetch Hetchy Aqueduct rental, $20,885.84, and taxes, $25,400.

Appropriations for additions and betterments reached the total of $79,563.33, and appropriations for bond redemption amounted to $83,-333.34.

The above expenses left a balance for profit and loss of $110,939.14, which is an increase of $21,799.19.

The number of men employed in construction work was 186, an increase of twenty-four over August.

Five hundred fifty-six men were employed in operating and maintenance work, which is twelve more than the previous month.

The detailed report follows below.

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES

SEPTEMBER 30, 1930

Earnings:	This Month	Increase Over Last Month	Total Since June 30
Water Sales—S. F.	$571,577.22	$ 27,063.28	$1,660,730.36
Water Sales — outside of San Francisco	41,734.20	7,311.60†	142,489.79
Rents from lands and buildings	3,070.01	3,134.15†	22,487.00
Int. on Fund Balances	2,666.89	803.11	5,818.40
Miscellaneous non-operating revenue	14.56	2.33†	31.45
Total earnings	$619,062.88	$ 17,418.31	$1,831,557.00
Expenses:			
Operating expenses	$135,608.25	$ 4,260.19†	$ 405,580.31
Uncollectible water bills	728.78	117.48†	2,114.48
Depreciation	5,000.00	.....	15,000.00
Taxes	26,400.00	.....	79,200.00
Hetch Hetchy aqueduct rental	20,885.84	2.51	62,637.50
Bond interest	150,000.00	.....	450,000.00
Amortization of debt expense	3,919.60	.....	11,758.80
Walnut orchard exp.	449.02	435.27†	2,062.72
Agric. Div. expense	2,196.28	419.70	5,488.97
Rent expense	39.30	9.85	68.75
Total expenses	$345,227.07	$ 4,380.88†	$1,033,911.53
Net Income	$273,835.81	$ 21,799.19	$ 797,645.47

Appropriations for additions and betterments	79,563.33	.....	238,689.99
Appropriations for bond redemption	83,333.34	.01	250,000.00
Bal. for profit and loss	$110,939.14	$ 21,799.18	$ 308,955.48

Construction Expenditures:	This Month	Reported Previously	March 3 Total Since
Budget Authorizations	$79,563.33	$603,126.66	$ 682,689.99
Expenditures—			
Normal extensions	13,983.30	126,099.20	140,082.50
Upper Alameda tunnel	36,999.01	181,704.70	218,703.71
Sunset wells supply	51,406.19	60,737.97	112,144.16
Pleasanton Wells	14,273.26	19,267.91	33,541.17
General equipment	.....	2,972.02	2,972.02
Crystal Springs pump.	186.76	3,036.05	3,222.81
Total construction expenditures	$116,848.52	$393,817.85	$ 510,666.37
To be expended under authorizations	$ 37,285.19†	$209,308.81	$ 172,023.62

Employees—	This Month	Last Month
Construction Work:		
Upper Alameda tun.	130	125
Sunset wells	56	37
Operating and maintenance work	566	554

† Decrease

California for Rolph by a Million Votes

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POLICE DEPARTMENT NOTES

(September 23 to October 21)

Police Officer John J. McCarte, Rank 13(5), was retired and relieved from active duty under the provisions of Chapter 10, Article VIII; said retirement taking effect September 23.

Police Officer John C. McCulloch, Rank 199(7), was also retired, effective September 23, under the same provisions.

Leaves of absence were granted by the board of police commissioners as follows: Dr. John M. Graves, police surgeon, one week commencing September 29; Police Officer Emery A. Fadave, one week beginning October 23; Police Officer Edmond J. Winters was granted permission to take his annual vacation from November 1 to November 15 inclusive.

The following were appointed special police officers: Curt C. Rawak, Mark Hopkins and Fairmont hotels; Edward R. Sweeney, assistant to Patrol Special Paul Schmidt; John T. Blackwell, Topsy's Roost; Alfred S. Gunn, City and County of San Francisco; William L. Huddleson, Fleishhacker Zoo; Roy H. Baudette, Board of Health; George Ryer, Board of Health; Meade T. Hoover, Board of Health; Edward Parker, Wells Fargo Bank and Union Trust Company; Patrick J. Kelly, P. J. Kelly's Garage, 131 Van Ness Avenue; John M. Litchfield, Commercial Fire Dispatch Company; Julius Ehlert, Weinstein Company, Inc.; Gilmore W. Muncey, Roades Express, 306 California Street; Walter F. Dissmeyer, Lyceum Theatre; A. E. Birdsall Jr., W. H. Stelling, J. J. Sullivan, George Langley, Sydney Hinson, T. J. Hogan, J. W. Leishman, J. E. Winsor, Joseph Anderegg, P. M. Meehan, M. B. Resnick, L. G. Dolan, M. T. Neville, J. C. Holl, F. C. Schuler, Louis Bruno, all of the last group of the City and County of San Francisco; George A. Webster, City and County of San Francisco; Lawrence M. Giannini, City and County of San Francisco, and Dave Refatti, Market Street Railway Company.

Police Officers Carl A. Bruhn and Thomas I. Flanagan were commended in a resolution by the board of supervisors for their heroism in frustrating a robbery at Steiner and Chestnut streets, where they killed one bandit and captured his companions.

FIRE DEPARTMENT NOTES

(September 22 to October 15)

The board of fire commissioners, on September 29, made the following probationary assignments: Willis Norman to hoseman, chemical company No. 3; D. E. Schad to hoseman, engine company No. 23; George Schroff to hoseman, chemical company No. 4; Vincent F. Morrison was appointed to hoseman, engine company No. 33, subject to detail on October 15.

Richard Grubb was complimented and awarded sixty credits by the board of fire commissioners on October 15 for his rescue of Frank Woller from the mud flats near Islais Creek and Third Street, on October 1.

Dennis O'Connell, lieutenant, engine company No. 24, died on September 25. Lieutenant O'Connell had a fine record as an officer and his death is mourned by the whole department.

Almon S. Robertson, engineer, engine company No. 22, was retired on pension effective October 1.

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By THOMAS A. CURRAN

Its acreage I've quite forgot;
I wonder if I ever knew;
Its length and breadth and how begot,
Or who or when these great trees grew.

Who furnished sums to build this pile,
Or what great man endowed this head;
Who named this lake with pompous guile,
And trampled o'er a pansy bed.

But I have learned the simpler joys,
And I have built a fancy wall
To shield me from the vain alloys
And cloister me from Folly's call.

And I know where the lodge reclines
Beneath the spreading palm tree's shade,
The Rhododendrons 'neath the pines,
The Hawthornes blooming in the glade.

I know the habits of the deer,
The antlered monarch's haughty stride.
The gentle doe with fawn so near,
Playfully trotting at her side.

The red squirrel, unafraid and free,
Waiving his plume in restless play,
Shares many a frugal meal with me,
Chatters his thanks, then flits away.

The bridle paths and lanes and herds.
I know them all by names my own;
I know the music of the birds.
I hear the pondrous windmills moan.

I know where timid pea fowls hide
Beneath the fonds of Lago's dell,
And where the captive giants bide
In calm submission in their cell.

I know the route the mallards take
At close of day and early dawn,
Always returning to the lake
To harbor with the stately swan.

I know the gold-tipped Spanish broom.
The jasmine and hollyhock;
And when the purple heather bloom,
And I know where to find Pete Rock.

No thought have I of wilder scenes;
These limits are a world to me;
Safe in its quietude—it means
A universe of sanctity.

A soft answer doesnt turn away as much wrath as a hard look.

* * *

When picking your friends, be careful not to pick them too much.

* * *

People who talk in their sleep should tell the truth while awake.

* * *

Lots of people think the world owes them five or six livings.

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Annual Report of School Department

SUBSTANTIAL progress in the public schools of San Francisco is reviewed in the annual report of Dr. Joseph M. Gwinn, superintendent of schools, which was made public October 21.

The investment in public schools of San Francisco represents $35,556,667.21, with an annual operating and maintenance cost of $8,844,710. The average daily attendance of public schools was 104,601 an increase of $37.2 per cent in ten years with an increase in population for the same period of only 24 per cent. These are some of the outstanding features of the superintendent's report.

The report begins with a eulogy to the board of education, telling of excellent qualifications of its personnel, and the fine coöperation with the administrative officers.

In telling of the cost of San Francisco's public schools, Dr. Gwinn compared those of other cities of the same size. This comparison shows that San Francisco's 26.4 cent levy ranks among the lowest even when the cost of new buildings is included. Los Angeles spends 37.8 cents.

The growth of the school organization may be judged by figures from the Department of Research and Service, which indicate that the average daily attendance has increased 37.2 per cent during the period from 1919 to 1929. High school attendance has increased 309 per cent in the same period, while the increase in kindergarten was 314 per cent.

San Francisco leads in the number of special schools maintained for children with physical or mental handicaps, or other evidences of inability to fit into the normal school situation and who need exceptional care and particular education. These schools range from "sunshine" schools for crippled children to ungraded classes for young children of lower mentality.

Dr. Gwinn states that California ranks first among the states (32.6 per cent) in respect to percentages of those enrolled in public and private secondary schools in comparison with the total estimated population of secondary school age in the state.

"The citizens of California may well take pride in this high degree of popularization," asserted the superintendent. "But they are by the same fact called upon to go as discriminatingly as possible about the task of adapting the educational program to this great influx of youth to her schools. Organization, curriculum, staff, plant and finance should be thoroughly canvassed and recanvassed to keep pace with the large and growing needs of the school population.

Fifty New Schools

In the past ten years the citizens of San Francisco have erected forty-nine new school buildings and recently the board of education approved plans for the fiftieth structure, the Aptos Junior High School.

Fifty-three per cent of the school buildings in the city have been built since the year 1920—built permanently to withstand the strain to which a public structure is subjected under constant use. This progress in school building during the last decade has been greater

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than that made in any like period of the eighty years of the San Francisco public schools system.

The fifty new buildings represent an investment of $17,418,814.11.

The new buildings, fashioned from steel, stone and concrete, are considered among the best in the United States. These edifices of education have included in their architectural layouts all the refinements needed in the conduct of a modern school, but with an eye to economy in the accommodation of children as well.

The need of continual progress in the building of public schools is shown in figures which reveal that the school population of San Francisco in the past ten years has increased by 25,440.

"The cost of the number of school buildings needed properly to house all the pupils now enrolled is too great to be met out of the funds that will probably be available for next year. At the rate at which buildings are now being supplied, $1,700,000 annually, it will require three and possibly four years to catch up with the present needs. This deficiency is directly traceable to the fact that during the years 1922-23 to 1926-27 the annual appropriations for school buildings out of the tax rate were greatly reduced. In each of these years it was expected that $1,250,000 would be available, making a total of $6,250,000. Instead of receiving the amount expected the total appropriation available for new buildings and repairs was approximately $3,500,000, leaving a shortage of $2,750,000.

"In spite of the shortage in buildings that presently exists the educational program is operating in a manner to provide each pupil attending with a full day's schooling. There are no pupils on part-time. There are few, if any, other cities with 500,000 population and over without some pupils on part-time.

FIRE DEPARTMENT NOTES

(September 22 to October 15)

Henry Dieckmann was appointed captain in the fire department September 23.

Carl F. Kruger and John J. Hartford were appointed captains in the fire department effective October 16.

Michael Rudonick, George F. Schaefer and Michael J. Flaherty were appointed battalion chiefs effective October 16.

Vincent F. Morrison was appointed a probationary member of the fire department effective September 23.

The following assignments and transfers were made by the board of fire commissioners: H. Dieckmann, captain (unassigned), was transferred to captain chemical No. 9 to fill an existing vacancy; Lieutenant L. F. Mitchell, truck company No. 5, transferred to truck company No. 5; Thomas P. Malley, lieutenant engine company No. 24, to engine company No. 24; B. H. Dever, lieutenant engine company No. 41, to truck No. 5; J. G. Smith, hoseman, engine company No. 22, to driver, engine company No. 22; Timothy Daily, hoseman, engine company No. 33, to truckman, truck company No. 13; F. L. Nelson, hoseman, chemical company No. 4, to hoseman, engine company No. 44; J. J. Conway, driver, engine company No .24, to hoseman, engine company No. 22.

The following temporary appointments were made for a period not exceeding the last day of the month of October, 1930: Alexander George, supervisor of assignments; Thomas Sheehan, hydrant-gateman; Edward McBride, hydrantman-gateman; J. L. Egan, batteryman; Edward Killilea, carriage and wagon painter.

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MUNICIPAL RAILWAY OF SAN FRANCISCO SEPTEMBER PASSENGER RECEIPTS

The total revenue of the municipal railway of the City and County of San Francisco for the month of September totaled $286,536.93, according to the monthly report of Fred L. Boeken, superintendent.

Of this total $279,109.85 was received in cash fares and $7,427.08 from miscellaneous sources, including school tickets, government tickets, and special cars.

The daily average receipts amounted to $9,482.86, a decline of $213.38 or 2.1 per cent over September, 1929.

The complete report follows below:

Municipal Railway of San Francisco
Passenger Receipts

1930
September

1	$ 5,889.25
2	10,508.60
3	10,262.90
4	10,227.75
5	10,192.40
6	10,343.30
7	6,034.55
8	10,307.30
9	7,510.55
10	10,207.75
11	10,207.80
12	10,028.85
13	10,192.30
14	5,916.00
15	10,080.35
16	10,021.20
17	10,067.55
18	9,991.30
19	10,196.55
20	10,264.25
21	5,564.20
22	9,844,90
23	9,748.35
24	9,990.70
25	10,108.10
26	10,168.10
27	10,338.25
28	5,307.70
29	9,844.25
30	9,744.80
Total cash fares	$279,109.85
Miscellaneous	7,427.08
Total revenue	$286,536.93

Miscellaneous

School tickets	$5,169.00
Government tickets	100.00
Special cars	54.35
Conductor's shorts	52.50
Miscellaneous	2,051.23
	$7,427.08

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Passenger Receipts by Lines

A	$ 21,114.10
B	36,849.35
C	25,291.10
D	20,874.75
E	16,559.70
F	25,504.85
H	18,701.00
J	24,551.85
K	26,185.45
L	23,457.85
M	829.00
N	30,610.45
Route No. 1	2,904.65
Route No. 2	2,073.70
Route No. 4	2,960.70
Route No. 5	641.35
	$279,109.85

	Passenger Receipts	Total All Sources
Daily average, September, 1930	$9,482.86	$9,551.23
Daily average, September, 1929	9,696.24	9,786.63
Decrease	$ 213.38	$ 235.40
	21/5%	22/5%

BARRY APPOINTED CHIEF ASSISTANT CLERK

David A. Barry, clerk in the office of the board of supervisors for more than twenty-five years was promoted to the office of chief assistant clerk at the regular meeting of the board October 14. Barry fills the vacancy left by the death of John W. Rogers.

Barry is a native of San Francisco, having been born here in 1880. He was educated in the local public schools, graduating from the Lincoln and Sacred Heart schools and Sacred Heart College. Following his graduation in 1897, Barry was employed in the assessor's office. In 1898 he was transferred to the offices of the board of education. Continuing his services with the city, Barry spent the years from 1901 to 1904 in the San Francisco police department.

He began his career in the clerk's office of the board of supervisors as assistant clerk in 1905. In this capacity Barry has served as minute clerk, calendar clerk, secretary to the lighting committee, the public utility committee, and to several other important committees of the board of supervisors.

John S. Dunnigan is the clerk of the board of supervisors.

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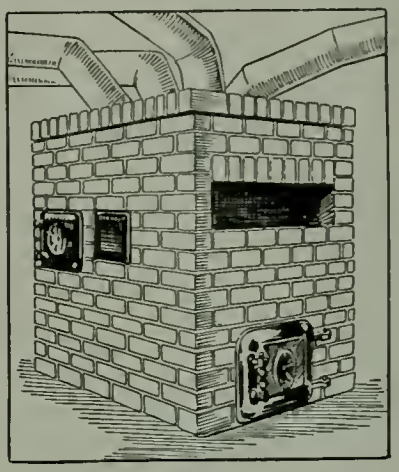

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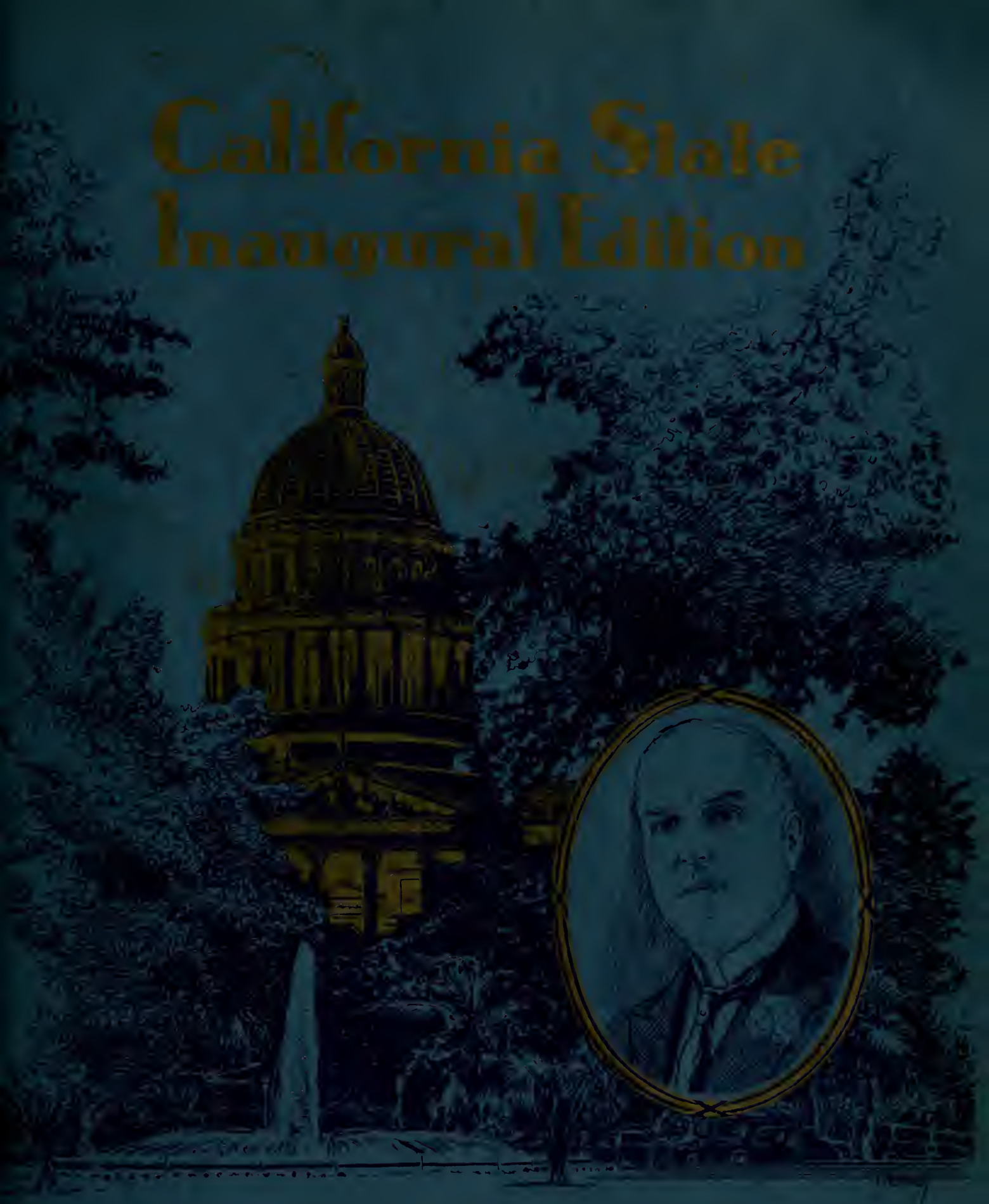

San Francisco Municipal Record

November-December, 1938

Vol. II, Number 11 and 12

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VOLUME IV NOVEMBER-DECEMBER, 1930 NUMBERS 11-12

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Foreword

THE story of California is the record of its people. Nature has created the wild beauty of the Golden State. Its citizens have created the state itself. Land of opportunity, charming in aspect, hospitable and open-armed to the visitor, California is the complete expression of the men who have lived in it, believed in it, and built it.

We are on the brink of a new era. Students have long predicted a new center of civilization in the West. Now they are saying that California is the logical place to concentrate the essence of the modern world, and to be the focal point of culture and commerce.

Our problem is to provide for this new distinction. We must have leaders able to direct our great projects. We must have "men to match our mountains." With leadership we can take our proud place in the van of peoples of the future.

San Francisco has long realized that its best beloved son must some day leave his native city. We have known that his talents, so impartially shared with all of us, demanded a larger sphere of action.

And so at length we have loaned James Rolph, Jr., to the entire people of the State of California. We have provided a leader among leaders to carry on the work; to execute the gigantic tasks that must be done; to solve the perplexing problems that beset us; to promote harmony and coöperation among the inhabitants of the Golden State.

We believe that the future holds greater and greater honors for this Native Son. That his services to California will attract nation-wide attention and that the time will come when the confines of the Golden State, wide though they be, will open up, that his feet on the path of duty may pass on to greater heights.

With the love and affection and esteem of the people of San Francisco, and the citizens of the entire State of California, we dedicate this issue of the San Francisco Municipal Record to our fellow-citizen

HONORABLE JAMES ROLPH, JR.

Mayor of San Francisco — Governor-Elect, State of California

Frank Finley Merriam

Frank Finley Merriam, the new Lieutenant-Governor of the State of California, was born in the town of Hoppington, Iowa, December 22, 1865. The earlier years of his life were spent here and it was here that he received his education, having attended the public schools.

It was during his twenties that the last frontier — Kiowa, Cado, Washita, and Comanche Counties— in Oklahoma were thrown open to settlement. He felt the "call of the wild" and with thousands of other Iowans went to Oklahoma and settled in the town of Perry.

Some years later feeling again the call of adventure, he came to California and made his home in Long Beach. Here he has been prominently associated with civic and state enterprises. He began his political career in California as an assemblyman in the State Legislature. Following this he was elected a state senator and in 1930 he was elected to his present office of Lieutenant-Governor by a huge majority. Lieutenant-Governor Merriam is an ex-newspaper man and has also been connected with banking and real estate enterprises.

FRANK F. MERRIAM
Lieutenant Governor

Frank C. Jordan

Frank C. Jordan, California's Secretary of State, occupies the unique position in California political history of holding what appears to be permanent tenure of office.

A few days ago Jordan took the oath of office for the sixth consecutive time. He was sworn in by his son, Robert Jordan, who occupies the post of Assistant Secretary of State.

Born at Haycroft's Ferry, Shasta County, April 2, 1860, Frank Jordan received his education in the public schools of Oakland, where he resided from 1868 to 1906. Since then he has made his home at Auburn, Placer County.

After finishing his education, Jordan engaged in various commercial pursuits until 1894, when he was elected County Clerk of Alameda County and re-elected in 1898. He was elected Clerk of the California Supreme Court in 1902, a position he held until January 1, 1907.

For thirty years Jordan has been in public office, without a single defeat. He holds the distinction of having polled the largest vote at a primary election ever cast for a state official in California.

One of the veteran Secretary of State's hobbies is "keeping books" on his friends. Behind his desk in the State Capitol is a large mahogany filing cabinet, in which he has listed the names and addresses of his personal friends by thousands.

Jordan is credited with originating the expression "Attaboy," which he uses to this day, by T. A. "Tad" Dorgan, famous cartoonist, whose "Indoor Sports" comic strip made the expression famous.

FRANK C. JORDAN
Secretary of State

Ulysses Sigel Webb

Ulysses Sigel Webb, who begins his twenty-ninth successive year as Attorney General of the State of California, was born at Flemington, West Virginia, September 29, 1864. In 1870 his parents moved to Kansas, and it was here that Webb received his education.

In 1888 he came to California and settled in Quincy, Plumas County. In 1889 he began the practice of law. His first public office was that of district attorney of Plumas County, to which he was elected in 1890.

He continued to serve in this capacity until September 15, 1902, when he resigned to accept the appointment of Attorney General from Governor Gage. He has held the office since then and was elected for the eighth time November 4, 1930.

U. S. WEBB
Attorney General

Charles G. Johnson

Charles G. Johnson, State Treasurer of California, was born in Sweden October 12, 1880. He immigrated to Minnesota in 1887 and came to California in 1892; was educated in the public schools of San Francisco. Mr. Johnson was the organizer of the Swedish-American Bank of San Francisco.

After twenty-two years of practical experience in the commercial, financial and mining activities of California, he prepared and worked for the enactment of the weights and measures laws, and in 1914 was appointed State Superintendent of Weights and Measures, which office he held for seven and a half years.

When, in 1922, Mr. Johnson was elected State Treasurer for California, he was well qualified to assume the duties of that responsible position. In the administration of that office he has adopted practical banking methods and policies which have more than doubled the income of the office. This has been accomplished without the employment of additional help or additional appropriation. Mr. Johnson is a keen student of state government and an authority on finance and taxation.

Charles G. Johnson is married and is the father of four children and makes his home in Sacramento.

CHARLES G. JOHNSON
State Treasurer

Ray L. Riley

Ray L. Riley, beginning his fourth term as Controller of the State of California, was born at Vicksburg, Michigan, July 20, 1874. Here he spent his youth and received his education in the public schools.

At the age of 23 he moved to California, making his residence in the city of Colton, in San Bernardino County. Here he engaged in the drug business.

Soon after he became interested in local government and served as a member of the board of trustees of the city of Colton. Later he was elected a member of the San Bernardino County Board of Supervisors.

In 1918 he first entered into the affairs of the state government when he was appointed State Water Commissioner by Governor William D. Stephens. A year later he was named to be State Real Estate Commissioner. On July 16, 1921, Governor Stephens appointed Riley to the office of State Controller to succeed John S. Chambers, who resigned.

At the close of this term, in 1922, he was elected for a full term and has since been re-elected twice.

RAY L. RILEY
State Controller

Vierling Kersey

Vierling Kersey, Superintendent of Public Instruction, is a native of Los Angeles. He attended the public schools of the city of Los Angeles, being graduated from the Polytechnic High School. Later he attended and was graduated from the Los Angeles State Normal School, which, through legislative action, became the University of California at Los Angeles. In 1916 he completed his work at the University of Southern California, receiving the degree of Bachelor of Arts. The same institution conferred the Master of Arts degree on him in 1921. In 1929 Whittier College honored him with the degree of LL.D. This was followed in 1930 by the honorary degree of Ped.D. conferred on him by the University of Southern California.

Mr. Kersey's experience in educational work is a record of steady and rapid progress from that of classroom teacher to the head of the state school system.

His teaching began in the Seventeenth Street School in Los Angeles in 1911. From there he went to the Custer Intermediate School, where he taught until 1914. His next upward step was to vice-principal of the Custer Intermediate School, which position he filled from 1914 to 1918. He became principal of the Custer Intermediate School in 1918 and remained until 1919, when he was advanced to the position of director of continuation education, which position he filled until 1923. He then was selected as assistant city superintendent of schools, remaining in this capacity until 1929, when Governor C. C. Young appointed him to succeed Hon. Wm. John Cooper, who resigned to accept a post of United States Commissioner of Education. Mr. Kersey's rapid rise in the educational field in the city of Los Angeles, where competition is keen, is the best evidence of his application and ability.

Although he had been in office but a little over a year at the time of the primary election in August, 1930, he had so impressed himself on the people of California, especially those engaged in educational work, no one felt called to contest the election with him. This is the highest compliment one can receive from his co-workers.

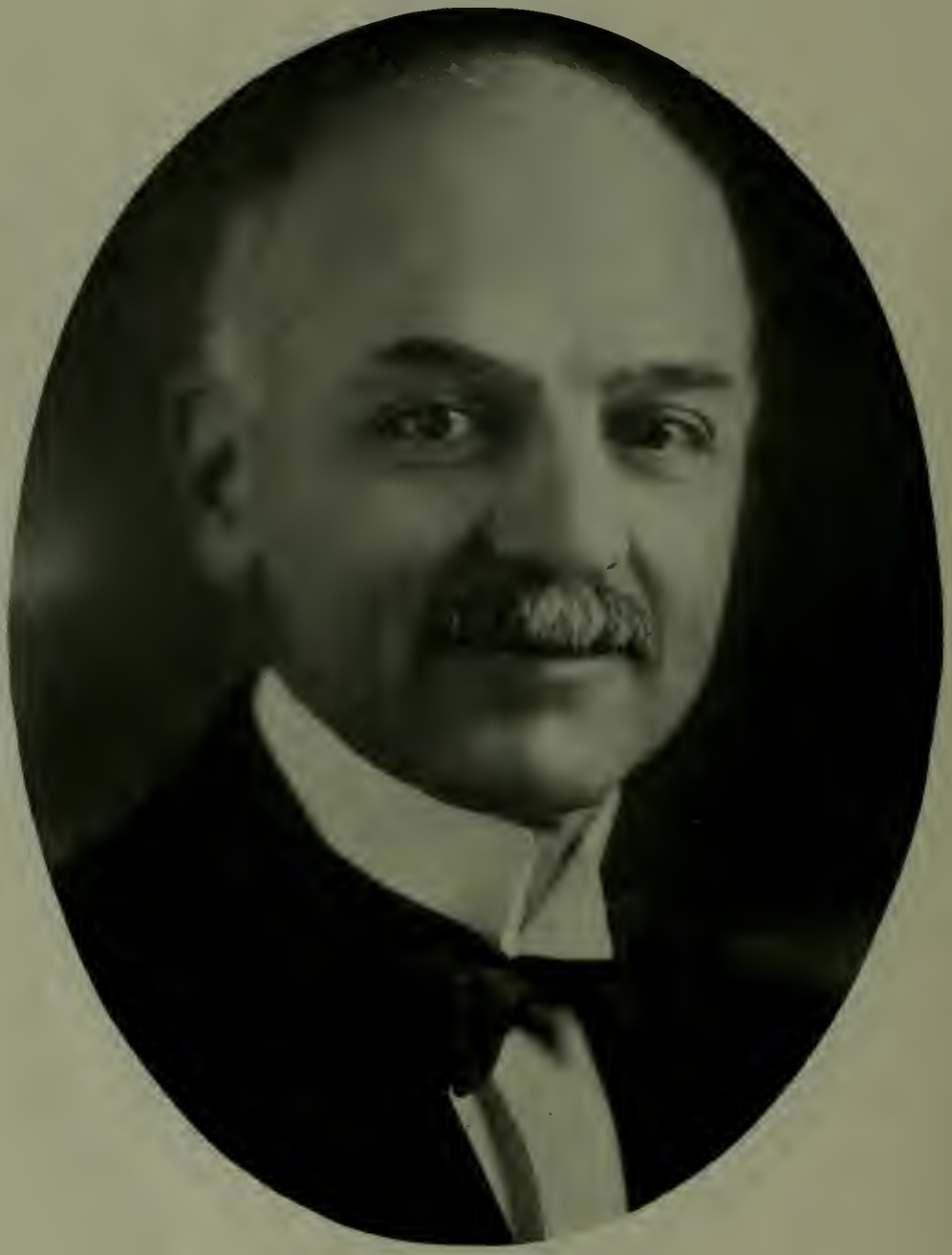
A man is best known by his hobbies since his vocation may be the result of environment or circumstances, but his avocation is of his own choosing. Mr. Kersey's hobby is people, especially young people. His abounding energy responds to the call of youth. He is an advocate of the out-of-doors and of the clean, healthy sports.

He is primarily a believer in the influence of the home as a solution of the problems of our complex civilization. His daughter, Evelyn, is a student at the Sacramento Junior College, and his son, Vierling, Jr., is in high school.

Mr. Kersey is a member of the Chamber of Commerce, Sons of the Revolution, Phi Delta Kappa, Phi Beta Kappa, Masonic Fraternity, Scottish Rite Masons, a Republican, Quaker, and member of several clubs, educational societies and civic organizations.

VIERLING KERSEY

State Superintendent of Public Instruction



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GOVERNORS OF CALIFORNIA
1849-1931

Name	*Politics*	*Date of election*	*Date of inauguration*	*Notes*
Burnett, Peter H.	Ind. D.	Nov. 13, 1849	Dec. 20, 1849	Resigned January 8, 1851.
McDougal, John	Ind. D.		Jan. 9, 1851	Lieutenant-Governor succeeded Burnett.
Bigler, John	D.	Sept. 3, 1851	Jan. 8, 1852	Assemblyman, 1849-1851.
Johnson, J. Neeley	Amer.	Sept. 5, 1855	Jan. 9, 1856	Assemblyman, 1853.
Weller, John B.	D.	Sept. 2, 1857	Jan. 8, 1858	U. S. Senator, 1851-1857.
Latham, Milton S.	Lecomp. D.	Sept. 7, 1859	Jan. 9, 1860	Resigned Jan. 14, 1860. U. S. Senator 1860-63.
Downey, John G.	Lecomp. D.		Jan. 14, 1860	Lieutenant Governor succeeded Latham.
Stanford, Leland	R.	Sept. 4, 1861	Jan. 10, 1862	U. S. Senator, 1885-1897.
Low, Frederick F.	Union	Sept. 2, 1863	Dec. 10, 1863	Representative in Congress, 1861-1863.
Haight, Henry H.	D.	Sept. 4, 1867	Dec. 5, 1867	Member of 2d constitutional convention.
Booth, Newton	R.	Sept. 6, 1871	Dec. 8, 1871	Resigned Feb. 27, 1875. U. S. Senator, 1875-81.
Pacheco, Romualdo	R.		Feb. 27, 1875	Lieutenant-Governor succeeded Booth.
Irwin, William	D.	Sept. 1, 1875	Dec. 9, 1875	Harbor Commissioner, 1883-1886.
Perkins, George C.	R.	Sept. 3, 1879	Jan. 8, 1880	U. S. Senator, 1893-1903.
Stoneman, George	D.	Nov. 7, 1882	Jan. 10, 1883	Transportation Commissioner.
Bartlett, Washington	D.	Nov. 2, 1886	Jan. 8, 1887	Railroad Commissioner.
Waterman, Robert W.	R.		Sept. 13, 1887	Lieutenant-Governor succeeded Bartlett.
Markham, Henry H.	R.	Nov. 4, 1890	Jan. 8, 1891	Representative in Congress, 1885-1887.
Budd, James H.	D.	Nov. 6, 1894	Jan. 11, 1895	Representative in Congress, 1883-1885.
Gage, Henry T.	R.	Nov. 8, 1898	Jan. 4, 1899	Minister to Portugal December 21, 1909.
Pardee, George C.	R.	Nov. 4, 1902	Jan. 7, 1903	Regent of University of California, 1899.
Gillett, James N.	R.	Nov. 6, 1906	Jan. 9, 1907	Representative in Congress, 1903-1906.
Johnson, Hiram W.	R.	Nov. 8, 1910	Jan. 9, 1911	Re-elected Nov. 3, 1914. Elected U. S. Senator Nov. 7, 1916. Resigned as Governor March 15, 1917.
Stephens, Wm. D.	R.		Mar. 15, 1917	Member of Congress, 10th Dist., 1910-1916. Appointed Lieutenant-Governor July 19, 1916.
Stephens, Wm. D.	R.	Nov. 5, 1918	Jan. 7, 1919	Elected 1918.
Richardson, Friend Wm.	R.	Nov. 7, 1922	Jan. 9, 1923	State Treasurer, 1915-1922.
Young, C. C.	R.	Nov. 2, 1926	Jan. 4, 1927	Lieutenant-Governor, 1919-1927.
Rolph, James, Jr.	R.	Nov. 4, 1930	Jan. 6, 1931	Mayor San Francisco, 1912-30.

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OFFICIAL PROGRAM

for the Rolph Inaugural Celebration

SACRAMENTO, JANUARY 4, 5, 6, 1931

SUNDAY, January 4, Reception and Music

9 A. M. to 12 Noon—Reception.

1 P. M. to 4 P. M.—Pilgrimage to landmarks, public buildings, etc. Music, orchestras, bands, musical societies, at Sutter's Fort, Crocker Art Gallery, State Capitol, Capitol Extension, Hotel lobbies, etc.

6:30 P. M.—Governor Rolph in farewell radio program in San Francisco.

MONDAY, January 5, Pioneer Day

9 A. M. to 12 Noon—Reception.

1 P. M. to 4 P. M.—Pioneer Parade, to consist of delegation from all counties desiring to participate. Floats, covered wagons, prairie schooners, oxen, miners. Harry Peterson, curator of Sutter's Fort, Chairman, and Edgar Simpson of Hood, Marshal.

6:30 P. M. to 8 P. M.—Banquet of California Mayors, ex-Mayors, and their wives and the San Francisco Board of Supervisors and wives. Will Rogers to be invited to preside.

6:30 P. M. to 8 P. M.—Legislative Banquet.

8 P. M. to 10 P. M.—Memorial Auditorium. Movie colony entertainment by Southern California delegation.

TUESDAY, January 6, INAUGURATION DAY

9 A. M. to 10 A. M.—Reception—U. S. Army airplane flights over city by planes from Mather Field, Crissey Field and Rockwell Field.

10 A. M. to 12 Noon—Inaugural ceremonies west side of State Capitol.

2 P. M. to 4 P. M. (or earlier)—Military parade.

8 P. M. to 10 P. M.—Governor Rolph public reception, rotunda State Capitol. Orchestra in balcony.

8 P. M. to Dawn—Inaugural Ball. Central point, Memorial Auditorium. Music by San Francisco Municipal Band. Fifteenth Street, I to K Street to be closed, music by loud speaker system from Auditorium to streets and dancing in streets. J. H. Stephens, Chairman. (Formal to 11:45 P. M. on dance floor.)

11:30 P. M.—Grand March in Auditorium led by Governor Rolph.

Congratulations and best wishes to all of our new state officials

Particularly do I wish to commend our

GOVERNOR JAMES ROLPH, JR.

upon his selection of

COL. WALTER GARRISON

as Director of Public Works

and

CHARLES S. PURCELL

as State Highway Engineer

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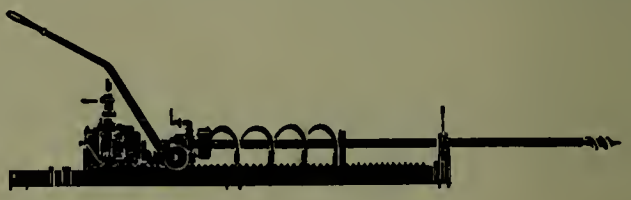

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HYDRAUGER

FROM MAYOR TO GOVERNOR

HISTORY OF THE CAMPAIGN

By FRANK B. ANDERSON
Editor and Publisher, "Sausalito News"

FOR nearly half a century there had never been a Governor re-elected in California with the single exception of Hiram Johnson. San Francisco had gone on in the meantime re-electing its internationally famous Mayor, James Rolph, Jr., until finally there came almost a state-wide demand that he be elevated to the position of Governor. He had served his city well, and in so doing had been an important factor in the development of California as a whole. Therefore, the people of the State generally insisted that he become their chief executive.

Had Been a Candidate

Rolph had been a candidate for the position once before. He narrowly lost out for the Republican nomination back in 1918, but carried the Democratic. So far as popular vote in the primary election of that year was concerned, he was the choice of the majority, which were the voters who registered under the heads of the respective parties. As a registered Republican, James Rolph, Jr., could not accept the gubernatorial nomination tendered him by the minority party, so he continued to administer the affairs of the City and County of San Francisco. Every four years since that time he was spoken of as a potential candidate. He graciously declined the pleadings of his friends from all over California, evidently preferring to complete the cycle of twenty years as Mayor of San Francisco.

While the twenty years is not quite rounded out, James Rolph, Jr., is going to Sacramento with the background of the longest period of useful service that any man has ever given a metropolitan city in America. He saw his home town arise from the ashes; pass through the Exposition period; build one of the most outstanding Civic Centers of

ROLPH TURNS FIRST SHOVEL OF EARTH FOR HAYWARD CITY HALL

Left to right: Mayor J. W. De Cou of San Leandro, Judge Jacob Harder, Jr., Mayor James Rolph, Jr., who turned the first shovelful of earth; Sheriff Michael B. Driver of Alameda County, and Mayor John Lee Wilbur of Hayward.

any city in the land, and conducted an administration free from the scandals that had only a few years before his first election kept the municipal government on the front pages of the press for many months, mostly in an unfavorable light.

Rolph turned out to be such an able municipal executive that the time was not far distant when he would be drafted into a broader field. There were those who doubted the wisdom of his becoming a candidate for the more important post. They wanted to keep him to themselves as San Francisco's Mayor, not that they were fearful of the outcome of a state-wide battle for votes, but because they did not want to lose his services.

In the meantime Rolph had been traveling around the state for years. "The lifeblood of the State ebbs and flows through San Francisco Bay," according to an old saying. Rolph did not take this particular view of the importance of his own city because he was well aware that there are other harbors and other places where commerce, as well as the tides, flow in and out. He studied his native state and met its people as well as people from other shores and other countries. He became a national and international figure. Mayor Rolph put San Francisco on the map quite as effectively as San Francisco was putting Mayor Rolph on the map of political prestige.

During all this time of attaining prestige for his native city — together with his native state—Mayor Rolph could not escape the political preferment that was accumulating in his favor as a logical candidate for the Republican nomination for Governor at the primary election last August. The people were clamoring for a change and he measured up as the ideal man for the job.

As the new year of 1930 opened, Rolph headed the Tournament of Roses parade in Pasadena, where he was hailed with enthusiastic acclaim. From that time on there was no alternative. He simply had to become an aspirant for gubernatorial honors. He was pressed on every side for engagements that took him to many places about the state. In other words, he was being

INSPECTING THE NEW UNIFORMS OF THE SAN FRANCISCO POLICE MOTORCYCLE PATROL

SAN FRANCISCO'S BEAUTIFUL CITY HALL

given careful scrutiny, or the "once over," as they say, to see how he would measure up as a popular candidate for Governor.

Leaders in Every Community

Leaders in every community, who do not ordinarily synchronize in their political views, were of the same accord by agreeing that San Francisco's Mayor was just the type of man needed as the State's Governor. Rolph was given a thorough cross-examination wherever he went during these days of "feeling out."

Needless to say, he measured up 100 per cent. He possessed the background of business and political ability which one must have in these days of the direct primary. In fact, his campaign was made for him. He was a "natural set-up," as they say in the parlance of political observers.

It was not until along in April, however, that Rolph "threw his hat into the ring." When he did decide to yield to popular demand he set out upon a campaign such as the State of California has never seen. One of his early commitments was that he would visit each of the fifty-eight counties in the state.

As publicity director during the last month or so of the primary campaign, the writer can frankly state that Rolph appeared to be sacrificing votes for a principle. Southern California was crying for his presence in that sector, yet he was in the north winding up his tour of the counties. He was carrying out his promise to the Republican voters of California that he would visit every one of their counties. He wanted to meet the people of the state, study their local problems and thereby become better equipped to handle their affairs upon becoming their Governor.

Traveled by Airplane

While Rolph was making his tour of counties, traveling by airplane, railroads and automobile, he had a host of friends working for him throughout California. A faithful little band of an office force (not office seekers) was looking after his campaign headquarters in the larger towns of the state. A committee on finance was "sweating blood" trying to raise enough money for the meager expenses to carry "The Boss"—as his official family knows him—through to victory. This finance committee, concentrating its efforts chiefly in San Francisco, had an extremely difficult task. Rolph would not permit acceptance of a dime that had a string attached to it. Where there were willing contributors to help his re-election as Mayor of San Francisco, they were just as unwilling to see him move to the larger job of Governor.

Kept Up Enthusiasm

Nevertheless, the Rolph forces managed to keep up enthusiasm all over California. The modest advertising budget was spread as far as it could go, for which the country dailies and weeklies were duly appreciative. The statement has been made by newspapers publishers that the Rolph primary campaign treated the smaller papers more equitably than they had ever heretofore fared at the hands of any candidate for Governor.

However, regardless of other influences, it was Rolph's own personality that was the most important factor in gaining the Republical nomination last August. The November election was only a ratification—and what a mighty one it was! San Francisco's Mayor carried his fight directly to the people It was the man's frankness and sin-

cerity that won for him the support of voters from one end of the state to the other.

He will never admit it, but he was confronted with more indignities than were ever heaped upon a man accustomed to lending the hand of goodfellowship. These abuses were hurled through the press, over the radio and otherwise. But, broad-minded man that he is, James Rolph, Jr., went right on, making a clean, gentlemanly campaign, free from vilification of any kind.

He is now California's Governor, and, as such, will live up to his campaign assertion that he will be Governor for all of the people of California. And he won't even ask how you voted in August or November. Politician, they might call him, but Rolph is a builder, and building a business administration for all of California is exactly what he is going to do these coming four years—and thereafter as long as we can keep him with us.

We're Going to Miss Jim Rolph

By JOHN J. WHELAN
Business Manager, South of Market Journal

WE'RE going to miss Jim Rolph. We, of San Francisco, who have known him so long and so intimately, are going to miss his portly figure, the carnation that always graces the lapel of his immaculate coat, his boots, his high topper and his contagious smile. We're going to miss the gracious tributes that endeared the heart of every world traveler to "the City by the Golden Gate," and we're going to miss the honor and distinction that he has brought to his beloved city during five terms as Mayor of San Francisco.

San Francisco's loss is California's gain. We're proud that Mayor James Rolph, Jr., a San Francisco boy from "south of Market" is to be California's next Governor. We're proud that we are to share his ability, his personality and his worth as a man and an executive with all the people of California for the next four years. We're proud that the people of California have bestowed the highest honor in the State upon him, but we'll miss him from San Francisco.

It was down on Minna Street, south of Market, that James Rolph, Jr., was born on August 23, 1869. In those days it was a residential district, now a commercial one. It was the heart of the "south of the slot" district that has now been perpetuated in everlasting memory by the South of Market Boys. It was in this district that he spent his boyhood, and from where he emerged to become San Francisco's foremost citizen.

Will Rogers, the ex-mayor of Beverly Hills and noted humorist, calls Mayor Rolph the "hereditary Mayor." Will boasts about his Indian ancestry, but if Mayor Jim Rolph wanted to be half as loquacious he could go Mr. Rogers one better, for Mayor Rolph is a direct descendant of Pocahontas. There is no need to go into the Captain John Smith story, but the fact that the noted Indian beauty went from Virginia to England and there became the bride of John Rolf is recorded in the pages of history. The Rolph family tree goes right back to Pocahontas.

This is one of the reason that visitors to the Mayor's office in the San Francisco City Hall are greeted by a wooden Indian that once graced the front of a long departed cigar store. Those wooden Indians, once so common, are now antiques, and the one the Mayor possesses is a gift from his friend, Joseph J. Tynan. Mr. Tynan found it in a Philadelphia warehouse. It has been identified as the father of Pocahontas. The gift fulfilled a long-felt wish of his honor.

James Rolph, Jr., is a mixture of English and Edinburgh Scotch. His father was born in London, his mother in Edinburgh.

Young Jimmy Rolph played baseball on the sand lots of the Mission district and attended the old Valencia Street Primary School. From there he went to the old Horace Mann School. After school hours he sold newspapers. He graduated

Janitor Frank Rafael, Police Captain Charley Goff and Head Janitor William Carr wishing the Mayor happy returns.

from Trinity College on May 24, 1888. He is a typical product of the Mission district.

Sea in Blood

His first job was as a cash boy in the dry goods store of Keane Brothers. Later he became an office boy in the brokerage firm of S. B. Wakefield & Co. It was in this job that he secured his business start.

The sea got into "Jimmy" Rolph's blood early. He heeded the call when he left the brokerage firm to join the shipping firm of De Witt, Kittle & Co. as an office boy. His salary was $4.50 a week. His rise in the business world was not spectacular. But it was steady. He became cashier at a salary of $150 a month.

In those days that was a lot of money. It was more than sufficient. Young Rolph decided to get married. So he took the matter up with Miss Annie M. Reid and she said "Yes." She will go with him to Sacramento next month. Theirs has been a happy and successful wedded life. Three children have been borne to them: Annette, now Mrs. John P. Symes; James Rolph III, and Georgina, now Mrs. Richard Crossley Willitts, of Berkeley.

Character and Energy

The character and energy of Jim Rolph asserted itself immediately after the devastating fire of 1906. Thousands upon thousands of San Franciscans were made homeless by the flames. The Mission district escaped the flames, and homeless thousands fled there for relief. The day after the earthquake a fire broke out at Thirteenth and Valencia streets, leaped to Dolores street and began to creep south. Thousands fled from the path of the flames which, however, were stopped at Twentieth Street.

Young Rolph leaped into the breach. He saw that organization was necessary for relief. He secured a deputy marshal's star, climbed upon his horse and rode through the district calling upon leaders and influential citizens to meet and lay plans for relief of the homeless thousands. Here, in the Rolph barn at Twenty-fifth and Guerrero streets, the Mission Relief Committee was born with "Jim" Rolph as chairman. Under the able guidance of the young chairman, the committee functioned without a flaw. Food began to arrive—where it came from is a mystery to this day—but arrive it did. More than 7000 refugees were cared for and all through 1906 "Jim" Rolph directed the committee.

It was during these stirring days that attention was focused upon young Rolph. His fellow citizens recognized him as a leader and an executive. Maybe he thought of politics; maybe he didn't. But in any event he was recognized as a dependable, efficient young man whom it would be wise to watch.

When the emergency had passed and a new San Francisco was rising from the ashes, other civic matters began to find their way to the desk of young Rolph. When, in September of 1906, the Mission Relief Committee was merged with the Mission Promotion Association, its first president was James Rolph, Jr. Then followed active and energetic participation in the Islais Creek Inland Harbor Association, a directorship in the Shipowners' Association of the Pacific Coast and trusteeship in the San Francisco Chamber of Commerce.

The habit of being returned to office was already beginning to make itself shown, for Rolph served three consecutive terms as president of the Merchants' Exchange and was active in unifying the commercial interests of the present San Francisco Chamber of Commerce, an outgrowth of the Merchants' Exchange and the Merchants' Association.

He turned his attention to banking in 1903 when he established the Mission Bank at Julian Avenue and Sixteenth Street; in 1906 a separate banking institution, the Mission Savings Bank, was organized and opened at Sixteenth and Valencia streets with Rolph as president. This is now the Mission Savings Bank, office of the American Trust Company.

It was at this time that Jim Rolph turned seriously to politics. He was persuaded to enter the mayoralty race in 1911. He was elected

Photo by Californians, Inc.

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by a majority of 16,007. In 1915 he was again elected, this time with a majority of 9,444. In 1919 his majority was 23,931, and in 1923 it totaled 28,030. In 1927 his majority was 31,024. The majority in the gubernatorial race is of too recent date to need comment.

The Rolph Navigation and Coal Company was organized in 1914. In 1917, when ships were needed like they have never been demanded in history, Rolph and a few associates took over the old Bendixen shipyards at Eureka and began to build wooden ships.

The launching of the first vessel completed at Eureka will live long in the memory of Mayor Rolph, members of the Board of Supervisors, newspapermen and a host of friends who were present. Mayor Rolph never does anything by halves. On this occasion he engaged a special train for the party. At the start every member was present with a badge. When the party arrived at Eureka that badge with the name Rolph on it was equivalent to a key to the city. It was impossible for any member of the party to spend money. Everything was free. Every home in the city was open to the guests. It was one of the finest tributes that has ever been paid by a community to the executives of a great city.

Best Known Executive

Rolph is probably the best known executive in the world. It would be difficult to find a city where the name of James Rolph, Jr., is not known. It was in 1915, the year of the Panama-Pacific Exposition, that his fame began to spread. As the city's chief executive he naturally headed the reception committee. As a matter of fact, he was the reception committee. He greeted every notable who arrived during the year, and when they left the personality of "Sunny Jim" Rolph was stamped indelibly upon their memory. When one thought of San Francisco they thought of Mayor Rolph. When they thought of Rolph they thought of San Francisco. He was as indigenous to San Francisco as the roses he cultivates in his Mission garden, which is his principal hobby.

Result of Activities

As a result of his activities in welcoming notables arriving for the exposition, His Honor has medals and decorations enough to cover his stalwart chest and give him the appearance of a South American general on parade. If he chose he could wear any or all of the following decorations:

Chevalier of the Legion of Honor of France.

Officer of the Legion of Honor of France.

Commander of the Order of Leopold I of Belgium.

Commander of the Royal Order of George I of Greece.

Officer of the Crown of Italy.

Commander of the Order of Orange-Nassau of the Netherlands.

The story of the progress of James Rolph, Jr., is the story of San Francisco. The two are inseparable. Previous to January 8, 1912, when "Sunny Jim" first entered the City Hall, civic progress had been largely a matter of individual effort. Reconstruction after the fire was largely a matter of individual effort, with the city, because of finances, playing a minor part. Mayor James Rolph looked over the situation, thought about it and then decided to act. Streets were paved with cobble stones and basalt block. The fire department was antiquated and horse-drawn. Only temporary buildings housed the city's business offices. He acted. He started the ball rolling and before long asphalt was replacing the cobble stones. The antiquated fire department was replaced with the most modern equipment. A high pressure fire system was installed. Never again would the lack of water cause a conflagration such as that of 1906.

One of his first acts was to lay the groundwork for what is now the Civic Center of San Francisco. He advocated it from the start, and while there was plenty of opposition, he convinced opponents that it was for the betterment of San Francisco, and it stands today as an everlasting monument to his farsightedness.

Will Not Brook Delays

Jim Rolph is not one to brook delays. Consequently every matter that he entered into was rushed. That is the way the Twin Peaks and the Stockton Street tunnels were completed in record time, the former opening a new residential district to San Francisco, and the latter relieving traffic congestion in the downtown area. Just two more monuments to the memory of Mayor James Rolph, Jr.

The list of civic and public improvements advocated and accomplished by Mayor Rolph during his

five terms as Mayor would be to list everything that San Francisco has done during the past twenty years. Not the least of them are the improved and modernized public school system and the program of the establishment of public playgrounds for children in all parts of the city. Both are linked with the Rolph policy for public betterment.

Another step in the Rolph milestone of progress is the Hetch Hetchy project. This is a project which has long been dear to the Rolph heart, and when completed it will give San Francisco clear, sparkling, crystal water direct from the high snows of the Sierra. It will be one of the major accomplishments of the Rolph regime, and when the final credit for the project is given it will bear the name of Jim Rolph.

San Francisco loves Jim Rolph. When he was elected for the fifth time, making him the dean of American Mayors, the flowers that his friends sent him overflowed his office. They literally flooded the Civic Center. Telegrams, cablegrams and wireless messages were received from all parts of the globe. Old friends do not forget Jim Rolph.

The flowers caused him the greatest joy. He loves flowers and cultivates them in his garden. As one writer recently expressed it: "Jim Rolph would rather have flowers now when he can smell them."

Mayor "Sunny Jim" Rolph is always democratic. He has been known to stop his car on a highway to aid a distressed motorist. He has been known to pick up some hiker and give him a lift as far as possible, and even, when the occasion warranted it, to pass a crumpled bill into the hand of the wayfarer "just in case of emergency." He is known to thousands and loved by every one of them. He is one man that has never had a real enemy. Political opponents he has had, but let any one of them express their personal opinion of Jim Rolph and the words will be words of love and affection.

Mayor Rolph's principles—of politics and action—are the best answer to why he has been so universally loved and respected by the people of San Francisco.

He likes to hunt deer, and whenever the exigencies of his office permit he will slip away for two or three days to hike over mountain trails. He doesn't smoke, play bridge or carry a cane.

He is the delight of newspapermen. He likes them and they like him. During the Democratic National Convention he took the entire corps of correspondents to his home down the peninsula and the party he gave them will never be forgotten. Just ask Sam Blythe, Irvin S. Cobb, H. L. Mencken or any of the rest.

Yes, San Francisco will miss Jim Rolph. We'll miss him, for he is a man and for what he has done for San Francisco. He is as much a part of San Francisco as Golden Gate Park, the Ferry Building or Twin Peaks. He goes to Sacramento to carry on on a wider, greater scale. And when the day comes for him to step out of the Capitol at Sacramento, some writer will tell of his accomplishments as Governor of California, and they will be as great, or greater, than the multitude of benefits he has brought to San Francisco.

Senator Bradford S. Crittenden 20th Senatorial District

Assemblyman, Nineteenth District; born January 20, 1876, Cuyahoga County, Ohio; son Samuel O. and Lemira D. Bradford Crittenden; educated grammar school, California; Academy, University, Pacific B. L.; University of California, LL. B.; Pacific University, M. L.; married Edith M. MacChesney, July 17, 1907, San Jose, California. Member County Exemption Board.

Chairman local committee War Relief Drives; 1917 City Attorney, Tracy, California. 1921-23-25-27-29, elected to Assembly of California Legislature; member California Republican State Central Committee; member special committee, Legislature, to investigate Railroad Commission, 1921.

Special Committee on Election Expenditures, 1923. Member Special Committee on Teachers Colleges, Chairman Joint Legislative Committee investigating Water Resources of California, 1927. Chairman of same committee 1929, author of Bill for a State Department of Commerce, 1929.

Author of State Constitutional amendment modifying the rule in regard to water rights. Nineteen thirty, elected to the Senate of California Legislature, Twentieth District. Member: Masons, Elks, I. O. O. F., K. of P., M. E. Church. Clubs: California Commonwealth, Lions. Residence: 145 East Harding Way, Stockton, California. Office: 305 Bank of Italy Building.

CITY PROPERTY VALUE TOTALS 227 MILLIONS

The fortune that taxpayers have invested in the properties of the city and county of San Francisco reaches a grand total of $227,114,-681.99.

That total does not include properties of the Spring Valley Water Co., acquired this year by the water department at a cost of over $40,-000,000.

The figures were compiled today from the books of the auditor.

The city owns $42,482,913.51 of land, $130,271,195.60 of improvements and has $13,835,677.18 worth of equipment.

Hetch Hetchy Leads

Hetch Hetchy water development leads the individual classifications with a valuation of $38,031,351.72.

All of the streets in the city are worth $37,514,536.21 and the schools $33,943,195.44; Hetch Hetchy power plants and transmissions lines, $21,-010,814.54; sewers, $16,277,920.38.

MY ESTEEMED FRIEND

JAMES ROLPH, JR.

By LOUIS B. MAYER

Vice-President, in Charge of Production, Metro-Goldwyn-Mayer Studios
Vice-Chairman of the Republican State Central Committee

I COUNT as both a pleasure and honor the invitation of the City and County of San Francisco MUNICIPAL RECORD to address the men and women who have been for so long the "official family" of that great public servant, and my esteemed friend, James Rolph, Jr.

I could talk about picture-making, about prosperity, etc., but it is more fitting that I should make "Jim" Rolph the sole subject of this message to you.

All over the state we know how much all of you are regretting that "Jim" is to leave San Francisco to fill the Governor's chair at Sacramento. I know, however, that deep as that regret is, you rejoice with all of your fellow citizens that this splendid man is to go to a larger sphere of usefulness.

I have known James Rolph, Jr., for many years, but during the past campaign I came in very much closer touch with him. I have seen him in all sorts of emergencies, and I have never seen him lose his poise, his shrewd common sense, or his good humor. I further have the highest admiration for the man's personal courage, for I saw him fulfill engagements during his swing through the state at grave risk to his own health.

I am highly gratified over the enormous vote Governor Rolph received in Southern California, where, of course, he is not as intimately known as he is among you. Our friends below the Tehachapi, however, are not slow in their recognition of real genius. The great total of their ballots speaks for itself.

With Rolph in the saddle we can expect a coming administration which is honest, human, economical and, above all, progressive.

One thing is certain—the pledges Governor Rolph made during his campaign he will keep, religiously. Through all his years of political activity "Jim" Rolph's name has stood for spotless integrity. He will govern this state for all the people all of the time.

Rolph Has Encouraged Building Modern Schools

The new Portola Junior High School, a 1928 Board of Works accomplishment

A LIFE OF MUNICI

ROLPH'S STORY IS A HISTORY *of the* PROGRESS *of* SAN FRANCISCO

SAN FRANCISCO'S record of civic development during the eighteen years during which James Rolph, Jr., has served as chief executive clearly emphasizes the fact that her mayor has been a man born with a genius for public service.

He has been rightly called "Rolph the Builder," for under his leadership a vast construction program has been carried out making San Francisco a more beautiful, a more modern, and a more healthful city in which to live. A matchless city hall, its "dome 47 feet higher than the dome of the capitol building in Washington"; the greatest municipal railway in the world; a school system second to none; a park system which is an outstanding example of man's power of accomplishment; these are but a few of the achievements in which James Rolph, Jr., during his splendid career as the mayor of San Francisco has been the leader.

His regime has seen the development of playgrounds famous throughout the country. Our streets

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Views showing magnitude of construction operations

and highways compare favorably with the best in the world. Our police and fire departments, both in equipment and personnel, are models of efficiency and accomplishment. The acquisition of the Spring Valley properties and the Hetch Hetchy water system makes San Francisco one of the best supplied cities in the world with reference to this most important of commodities, water.

Perhaps one of the most important achievements during the administrations of Rolph as mayor of San Francisco is the construction of the Hetch Hetchy project. Active construction began in 1914. This consisted of preliminary work such as building roads and trails and in the construction of 68 miles of railway from Mather to Hetch Hetchy. Damsite. This part of the work was completed in June, 1918.

Following this, surveys were made for the Early Intake Aqueduct power house and the dam at Lake Eleanor. Soon after, construction was actually begun. On June 18, 1919, Early Intake power house started generating energy with the water from Lake Eleanor, and electric power was provided for all construction activities.

The next step was the building of a large nineteen-mile aqueduct, 450 million gallons a day capacity, and a power house at Moccasin Creek. These were put into service on August 21, 1925. This one unit alone produces about 100,000 horsepower, or one and one-third million kilowatt hours of energy per day. It also yields a gross income of $2,300,000 a year to the taxpayers.

Considering an expense for operation of $300,000 per year the power crop yields a net of $2,000,000 per year, which is 5 per cent on $40,000,000 or 4½ per cent on $45,000,000.

The Foothill Division from Moccasin Power House to the San Joaquin Valley involves sixteen miles of pressure tunnels for a capacity of 470,000,000 gallons daily.

Another interesting feature of the work was the construction of the transbay pipe line from Irvington

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SIGNING THE CONTRACT FOR SUNSET TUNNEL

to Crystal Springs Lake, south of Dumbarton. The line is twenty-two miles long. It extends from Irvington to Crystal Springs Reservoir. It goes under the waters of the bay by means of submarine pipe 2700 feet long and emerges onto a bridge 3800 feet long. It passes through Redwood City and goes westerly through the Pulgas tunnel into Crystal Springs Reservoir.

One of the most unique and difficult operations of the mountain water supply project is the construction of the tunnel which will carry the Hetch Hetchy water from the San Joaquin Valley to the valley of the San Francisco Bay.

Tunnel Begins

The tunnel begins at Tesla Portal at the base of the foothills, seven miles south of Tracy, runs in a general westerly and southwesterly direction for 25.1 miles and emerges to daylight at Alameda East Portal in Sunol Valley about two miles south of the well known Water Temple. Pipe 0.6 mile in length will be laid across this valley to Alameda West Portal, the beginning of a second unit of tunnel, 3.6 miles long, which ends at Irvington Portal, near the historic old Mission San Jose.

The twenty-five-mile single tunnel is the longest tunnel ever attempted by man, and overcoming of the many difficulties encountered in its construction is reflecting great credit on the men engaged on the work. A great many of these men are seasoned veterans who so successfully drove the nineteen-mile and seventeen-mile tunnels between Hetch Hetchy and the San Joaquin Valley.

The Hetch Hetchy project has received favorable comment from American, European and Australian engineers and is a splendid monument to the achievements James Rolph, Jr., as mayor of San Francisco, and M. M. O'Shaughnessy, city engineer.

The highway system of San Francisco has been improved during the years of Rolph's administration un-

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How the Tuolumne River looked in 1914; the O'Shaughnessy Dam now stretches across this narrow gorge.

til it is second to none. Among the projects sponsored by him are the Great Highway and the Ocean Beach Esplanade, constructed at a cost of $1,000,000, and considered to be the finest highway system ever completed. This project, which is the widest stretch of pavement in the United States, was dedicated in 1929 and connects the Sloat Boulevard, the Skyline Boulevard and other heavy traffic arteries. Flanked on both sides by ornamental grass plots and seasonal flowers, and illuminated by modern type electroliers, this highway stands a marked example of beauty and usefulness.

Another of the achievements contributing to the progress of San Francisco was the construction of the Stockton Street tunnel, which extends from Bush to Stockton Street. This tunnel is 910 feet long, 50 feet wide and 19 feet in height in the clear. It is the widest tunnel in America and not only accommodates two sidewalks but has a 36-foot roadway. The tunnel was completed in 1914 at a cost of $656,000.

A Great Achievement

Another great achievement was the Marina Boulevard, completed in 1913. This has proved to be one of the most popular drives in the city. A like achievement was the building of the Sunset Boulevard, made possible by the bond issue of $9,380,000 passed November, 1927, and sponsored by Mayor Rolph.

The Lagunda Honda Boulevard was another progressive step. Traversing the edge of the Laguna Honda Reservoir, it is notable for the height of the retaining wall which protects it from drifting sand from the high hill on the westerly side of the road. Here is found the Laguna Honda Home, housing the city's poor, in an artistic, modern, fireproof building. The Twin Peaks Tunnel is another of the notable accomplishments of the Rolph administration. It extends southwesterly from Seventeenth and Castro Streets to Ulloa Street, and is 2.27 miles long, 25 feet wide and 25 feet high, with a 15-foot net clearance above the rail. It provides rapid transit via a double track municipal railway between the down town districts and the southerly portion of the ocean slope district, and makes a saving in time over the other surface lines amounting to twenty minutes. The work cost nearly four and one-half million dollars, and was financed by assessment on a district comprising 660 acres east of, and 4153 acres west of the tunnel. Track construction was paid for out of municipal railway funds. The tunnel was completed on July 14, 1917. The method by which this tunnel was successfully built forms a course of study at Harvard University.

This tunnel was a precedent for another tunnel, called Sunset Tunnel, which pierces this same ridge about one mile north of Twin Peaks. The northerly part of the Sunset District had endured for many years an inadequate street car service. As a means of relief, a tunnel 4232 feet long, 25 feet wide and 23 feet high, was built. The cost of $1,650,000 was financed by an assessment district of 1129 acres, in which the property owners paid from 1½ cents to 5 cents a square foot of lands benefited. The tunnel was completed in 1928. A double track Municipal Street Railway was constructed out of earnings of the railway, and now Municipal Railway cars are running from the Ferry to the beach, using this tun-

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West Portal of Sunset Tunnel

Interior View of Sunset Tunnel

nel, and giving the district highly improved service, thus guaranteeing development similar to that of the Richmond district due to operation of Municipal cars.

The Bernal Cut was another great project undertaken under the leadership of Rolph to improve the highway system of San Francisco.

Bernal Cut is 4262 feet long, 117½ feet wide at the bottom, and 50 feet in maximum depth. On the west side is a double track roadbed of the Southern Pacific Company, which for sixty-seven years operated a single track railroad at this location. In the center is a double track roadbed for a proposed Municipal railway line. On the east side is a forty-foot paved roadway, and an eight-foot sidewalk. There are basalt block masonry walls, four feet high at the bottom of the slopes. Above the slope of each side is an eight-foot sidewalk. The entire width of the cut has been carried over Bosworth Street on a concrete bridge costing $182,000. Vehicular bridges span the cut both at Richland Avenue and at Highland Avenue. The cut, which is now known as Bernal Avenue, was constructed out of a special bond issue for $1,400,000 authorized on June 14, 1927. Bernal Cut carries traffic on a 2 per cent grade, against the old elevating grade of 8 per cent on Mission Street.

Another great highway project completed in the progressive years of the Rolph administration is Bay Shore Boulevard, the important artery connecting San Francisco with the cities to the south. Beginning at Potrero Avenue, halfway to Illinois Street, this 100-foot roadway, with its 12½-foot sidewalks, extends three miles to connect with the State Highway.

There are many other remarkable highways built in those great years while Rolph served his native city as mayor. There is the Hunters' Point Boulevard, built in 1913, extending two miles from Third Street to the drydocks at Hunters' Point. There is the Junipero Serra Boulevard, which extends 1.8 miles from Sloat Boulevard to the San Mateo County line. Formerly a 25-foot roadway, completed in 1914, this highway has become a beautiful boulevard 100 feet in width with 12½-foot walks. The Nineteenth Avenue Extension extending 1.3 miles from Sloat Boulevard to the Junipero Serra Boulevard at Worcester Avenue, should also be mentioned. This roadway is 80 feet wide and has two 10-foot walks. Sunset Parkway, extending 2.1 miles from Sloat Boulevard to Golden Gate Park, although still unfinished, will also stand as a monument to the building genius of Mayor Rolph.

In his work to up-build and aid in the advancement of San Francisco, the reclamation of Islais Creek for the industrial development of the city, will be remembered as a notable achievement. This swamp, waste land, an eyesore and health danger to the city, under the leadership of Rolph has been organized into a reclamation district and bonds have been authorized in the amount of $1,600,000 to reclaim it by building rock bulkhead walls and dredging sand and mud from the bay to fill 280 acres of the low, marshy areas. In this district there is a potential industrial land of immense value to the progress of San Francisco.

Recognizing aviation as the future method of travel and transportation of commerce, Rolph at an early date showed his far-sightedness when he began his work for the building of a municipal airport for San Francisco. After much time spent in study of available locations and drawing up plans suitable for the needs of San Francisco, part of the Mills estate was purchased by the city and a municipal airport for San Francisco became a fact, and the field was dedicated on May 7, 1927. Under careful and enlightened leadership of Rolph and able work of assistants, Mills Field has been developed to its present place of leadership among municipal airports of the country.

Other remarkable municipal projects which will remain outstanding monuments to Rolph's progressiveness include the civic center with the beautiful city hall, the great municipal auditorium and the public library, set off by an artistic square of walks, fountains and gardens. The War Memorial, to be built in the near future, also will be recognized as being planned and financed during the closing years Rolph served San Francisco as mayor. A new jail, to meet modern needs, the Golden Gate Bridge, the San Francisco-Oakland Bridge, all sponsored and striven for by Rolph as great necessities for the future growth of San Francisco, were finally approved during his closing year as mayor and will ever remain a tribute to his progressiveness.

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Campaigning California by Air

By Fred Goodcell

CALIFORNIA is a big State, geographically as well as many other ways, but this story has to deal only with its size, its length and width and a bit with its terrain.

It is of record that during all the history of the State no candidate for Governor during an election campaign ever visited all the counties in the State until the campaign of 1930, and then a new record was established.

Mayor James Rolph as a candidate visited every county in the State, and he did it by making frequent use of the most modern means of transportation, the airplane.

During the campaign it has been estimated that Rolph traveled 25,000 miles by airplane, a distance equal to the circumference of the earth at the equator. By virtue of the airplane he kept appointments that it would otherwise have been impossible to keep. He made a schedule more complete than had been mapped by any other gubernatorial candidate in all the State's history, and he kept that schedule. That is probably one reason why Mayor Rolph has now become Governor Rolph. He met the people, they liked him, and they voted for him and he rode to victory with a ballot total proving his tremendous popularity.

FRED GOODCELL

There was one day in Los Angeles when Rolph's schedule was particularly full. He had meetings and conferences during morning and afternoon, two meetings during the early evening and then an address to give before a very representative group of women. The latter affair meant the donning of evening clothes and the proverbial stovepipe hat. He kept all these engagements and at 11:30 that night boarded an airplane for the trip to San Francisco. There was no time to change clothes before the air trip was started and so he made the trip, silk hat and all, and he was in San Francisco the next morning to keep appointments there.

There was another time when he was booked into Imperial Valley and the schedule could be kept in only one way—by using an airplane. There was another time

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when the schedule called for him to be in Inyo and Mono counties, and no automobile or train could get him there on time. He went by airplane, he got there on time, he kept his engagements, and the vote shows the trip was worthwhile.

It is a political truism that our people prefer to vote for a man they know personally, or whom they have at least seen and whom they have been able to size up for themselves. In other words, the deserving candidate profits in accordance with the number of people who know him. It was Rolph's purpose to get acquainted with everyone he possibly could, and it was good political strategy.

I think I know Jimmie Rolph well enough to say that he did not use the airplane because he wanted to do something spectacular or unusual. But he did want to visit every county in the State and personally meet as many as possible of the millions of residents of California. He could do this fairly well by using railroad trains and automobiles, but except by using the airplane he could not do it completely. So he used the airplane, not once, but many times, for a total, we are told, of 25,000 miles.

To the aviation industry the avowed interest of Rolph in airplane transportation has been particularly gratifying. He will be California's first Governor who has made practical use of air travel, and by his own experience he has become acquainted with the service the airplane can give. It is true that past administrations have been friendly to the aviation industry and they have encouraged the progress of airplane transportation, but no other California Governor has learned by practical experience how important air travel may be.

In California there are more airports, more airplane pilots, and more airplane mechanics than in any other state of the Union. Every transcontinental air mail and passenger line has its western terminus in California. Many millions of dollars have been invested in the aviation industry in this State, and California has been rated as the most progressive of all in the development of air travel.

The industry must be pleased to know that we have a flying Governor.

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Work on the foundation was commenced on September 24, 1860. The cornerstone was laid with Masonic ceremonies May 15, 1861. It was first occupied by the governor and state officers November 26, 1869, and by the legislature on December 6, 1869. The cost of construction was $2,600,000.

During 1906-08 the building was remodeled at a cost of $377,925.

The statue of Columbus before Queen Isabella, in the rotunda, was presented to the state in 1883 by D. O. Mills. It is the work of Larkin Goldsmith Mead, an American sculptor.

The mural paintings in the rotunda are the work of Arthur F. Mathews, a California artist. They depict historical epoch periods of the state, which are explained by printed panels near each section. The work was provided by the 1913 legislature.

Dimensions

Length (greatest dimension), 320 feet.

Depth (greatest dimension), 164 feet.

Height (not including dome), 94 feet.

Elevation of ball of Capitol dome above level of Tenth and M. streets, 247 feet.

Height (first floor to top of rotunda), 125 feet.

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Compiled by FRANK C. JORDAN
Secretary of State

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Secretary of State:
Frank C. Jordan (R).....State Capitol, Sacramento
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Ray L. Riley (R).....State Capitol, Sacramento
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Seventh District:
Henry E. Barbour (R).....936 T Street, Fresno
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.....625 Cumberland Road, Glendale
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Joe Crail (R)....649 South Arden Blvd., Los Angeles
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STATE SENATORS

(Senators from odd-numbered districts were elected in 1928)

1. H. C. Nelson (R).....1819 H Street, Eureka
2. James M. Allen (D).....520 Main Street, Yreka
3. Bert A. Cassidy (R).....Auburn
4. R. R. Ingels (R).....Potter Valley
5. Thomas McCormack (R).....Rio Vista
6. Charles H. Deuel (D).....117 Broadway, Chico
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9. Will R. Sharkey (R)....931 E. Main Street, Martinez
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11. George C. Cleveland (R).....
.....R. F. D. 1, Box 153, Watsonville
12. Herbert W. Slater (D)....800 Fourth St., Santa Rosa
13. E. H. Christian (R).....1097 D Street, Hayward
14. Roy Fellom (R)..101 Alpine Terrace, San Francisco
15. Vacancy
16. Arthur H. Breed (R).....
.....Latham Square Building, Oakland
17. C. C. Baker (R).....Salinas
18. Herbert C. Jones (R).....
.....1295 Hedding Street, San Jose
19. Tallant Tubbs (R)..1925 Gough St., San Francisco
20. Bradford S. Crittenden (R).....
.....145 E. Harding Way, Stockton
21. Vacancy
22. David F. Bush (R).....Oakdale
23. Thomas A. Maloney (R).....
.....341 Connecticut Street, San Francisco
24. Andrew R. Schottky (R).....
.....243 Twenty-second Street, Merced
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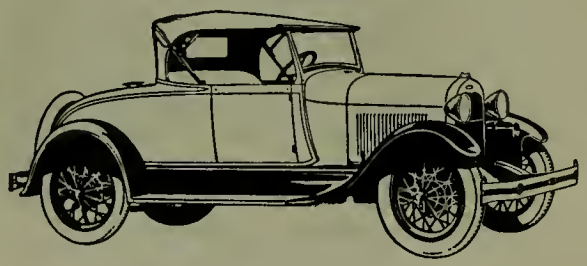

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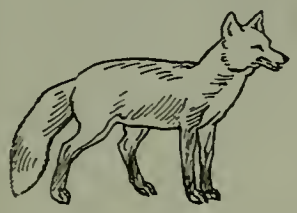

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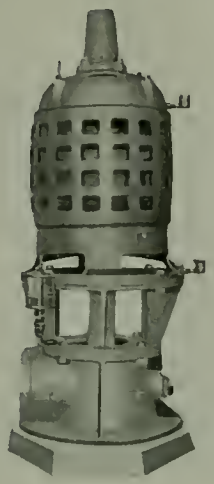

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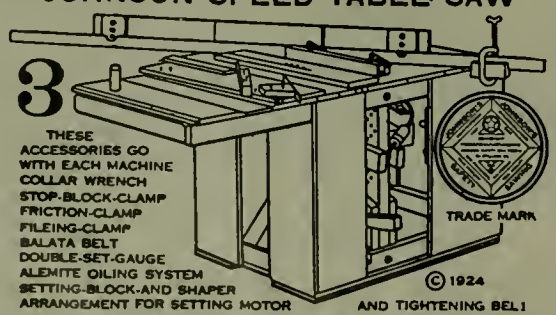

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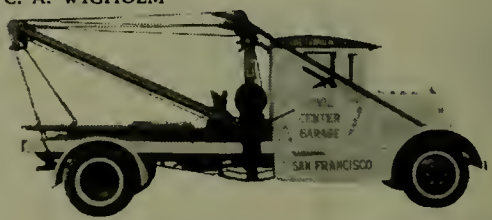

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SAN FRANCISCO WATER

The November report of the San Francisco water department handed in to the Board of Supervisors by Nelson A. Eckart, general manager, shows a net profit to the city of $417,666.30 over and above all expenditures since the acquisition of the Spring Valley Water Company, last March 3. During this same period bonds have been retired out of the earnings of the department to the amount of $416,666.66. In addition improvements and extensions have been made amounting to $397,816.65.

Total earnings for November were $16,372.96 less than for October. Items showing a decrease under this head were water sales outside of San Francisco and miscellaneous non-operating revenue. The existing business conditions will account for the former decrease. It should also be mentioned that for the same reason, although sales in San Francisco are greater than for the previous month, never the less compared with the corresponding month of 1929 there is a decrease of $42,110. The decrease in the non-operating revenues occurs because of the returns from the walnut orchard reported in October, 1930.

Total expenses for the month were $333,333.49, which is a decrease of $24,524.39 over the previous month. This decrease was due principally to cessation of maintenance work on the Stone Dam Aqueduct, the Hetch Hetchy Aqueduct bridge and the relocation of Crystal Springs pipe line at South San Francisco.

Rents from lands and buildings increased $2172 because of the adjustment and collection of taxes for the year 1930-1931 from various lessees; this adjustment is not of a recurring nature Taxes show a decrease of $942.24 on account of adjustment in October covering the period from July 1 to September 30.

The decreased earnings and decreased expenses resulted in an increased net income of $8,151.43.

Total construction expenses for November reached the amount of $92,506.77, the principal items being work in the upper Alameda tunnel and the Sunset well supply.

The number of men employed in the operating and maintenance work has been decreased from 559 on October 31 to 486 on November 30. This net decrease of seventy-three results from a decrease of fifty-four in the Peninsular division, of fourteen men engaged to harvest the walnut crop of the Spring Valley lands, and a net decrease of five in other divisions.

The detailed report follows below.

San Francisco Water Department, Department of Public Works

EARNINGS, EXPENSES AND CONSTRUCTION EXPENDITURES

NOVEMBER 30, 1930

Earnings:	This Month	Increase Over Last Month	Total Since June 30
Water Sales—S. F.	$527,254.57	$ 2,563.75	$2,712,675.75
Water Sales—Outside of San Francisco	16,446.73	8,031.30*	183,414.55
Rents from lands and buildings	5,104.78	2,172.55	30,524.01
Int. on Fund Balances	4,347.34	716.84	13,796.24
Miscellaneous non-operating revenue	1,205.20	13,794.80*	16,236.65
Total earnings	$554,358.62	$ 16,372.96*	$2,956,647.20
Expenses:			
Operating expenses	$123,069.11	$ 21,345.33*	$ 673,063.86
Uncollectible water bills	919.14	16.58*	3,969.34
Depreciation	5,000.00		25,000.00
Taxes	26,714.08	942.24*	133,570.40
Hetch Hetchy aqueduct rental and other	20,903.33	27.50	104,416.66
Bond interest	150,000.00		750,000.00
Amortization of debt expense	3,919.60		19,598.00
Walnut orchard expense	1,465.88	2,441.46*	7,435.94
Agric. Div. expense	1,342.35	193.72	7,979.95
Rent expense			68.75
Total expenses	$333,333.49	$ 24,524.39*	$1,725,102.90
Net Income	$221,025.13	$ 8,151.43	$1,231,544.30
Appropriations for additions and betterments	79,563.33		397,816.65
Appropriations for bond redemption	83,333.33		416,666.66
Bal. for profit and loss	$ 58,128.47	$ 8,151.43	$ 417,060.99

Construction Expenditures:	This Month	Previously Reported	Total Since March 3
Normal extensions	$ 19,539.79	$163,395.27	$ 182,935.06
Upper Alameda tunnel	36,779.29	261,967.75	298,747.04
Sunset well supply	27,819.14	145,267.23	173,086.37
Pleasanton wells	8,281.47	59,008.37	67,289.84
General equipment	87.08	2,972.02	3,059.10
Crystal Springs pump		3,614.17	3,614.17
Total construction expenditures	$ 92,506.77	$636,224.81	$ 728,731.58

Unexpended Balances:	
Appropriations under budget authorizations	$ 113,085.07
Budget authorizations	$ 556,943.35
Total unexpended balances	$ 670,028.42
Total budget authorizations for construction to June 30, 1931	$1,398,760.00

Employees:	This Month	Last Month
Construction work:		
Upper Alameda tunnel	135	157
Sunset wells	....	20
Newark-San Lorenzo pipe line	13	10
Operating and maintenance work	486	559

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JAMES V. ALEXANDER

Councilman, City of San Diego

Of that loyal group of workers in the strenuous campaign of James Rolph, Jr., James V. Alexander, Councilman of the city of San Diego, was one of the outstanding leaders.

Coming out as a Rolph supporter at the opening of the campaign, Alexander organized a local committee and bent every effort to gain a substantial vote for San Francisco's popular mayor. The success of his work was flatteringly exemplified in the huge vote the governor received from this section in the primary and the November election.

Councilman Alexander has long been a loyal supporter of the Republican Party of California. He has been a member of the Republican Central Committee and also served on the Executive Committee. Active in local politics as well, he has served as councilman of San Diego and in a private capacity has been on a number of committees working for municipal advancement.

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GEORGE F. YOUNG

The flattering vote which James Rolph, Jr., received in Los Angeles County during the primary and again in the November election is a reflection of the outstanding support and efforts of his campaign workers there. A noteworthy member of this group is George Young, head of Young's Market Company.

Coming out at the beginning of the campaign Young bent all his energies in the support of San Francisco's popular Mayor. With the same enthusiasm with which he developed a small establishment into one of the leading wholesale, retail and manufacturing houses dealing in foods in California, Young was a leader in building up the confidence of Southern California in the northern candidate.

Young is one of the foremost business men of California. Prominent in the civic, business and fraternal life of Los Angeles, he is an example of those men to whom the remarkable progress of this section of the country in the last twenty years is due.

ED. L. HEAD (R)
Assembly, 79th District
San Diego

Bureau of Purchases

By J. F. MISPLEY
State Purchasing Agent

THE office of the State Purchasing Agent of the State of California was created by an act of the legislature in 1915. The office at that time was appointive at the hands of the Governor, and the term of office was at his pleasure.

In 1921, under the reorganization of state departments, the Bureau of Purchases was made a part of the Department of Finance, and the position of State Purchasing Agent and all employees of his office were made subject to Civil Service rules and regulations.

The Bureau of Purchases has full and sole authority to purchase all materials, equipment and supplies of whatsoever nature, for the use of every State agency except the University of California. The range of items and commodities coming under that classification includes almost any item that can be named: Food, clothing, medical supplies for approximately 27,000 inmates of State institutions; furniture, dishes, floor coverings; railroad supplies, from spikes to locomotives; livestock of all kinds, from cows to rabbits and guinea pigs for laboratory work; poultry, farm machinery, seeds, plants, automobiles, trucks, tractors, road machinery, oils, burning and lubricating; rock, sand, gravel, building materials of all kinds; hardware, paper and printing machinery, etc.

These purchases are handled by the State Purchasing Agent and five buyers, each in charge of a certain group of commodities. In addition, branch offices are maintained in San Francisco and Los Angeles, in order to give prompt service to State departments and institutions, and maintain close contact with merchants and manufacturers in those sections of the State. Each branch is under the direction of an assistant purchasing agent.

The method of operation is very simple. The departments and institutions file with this bureau a requisation or purchase estimate for the desired materials or supplies, after the approval of the head of the department; it is referred to the proper buyer for the purpose of securing bids from the proper sources, then award is made to the best bidder and purchase order issued.

Our purchases for the two years ending June 30, 1930, amounted to

J. F. MISPLEY
State Purchasing Agent

over $24,000,000. Some of the larger purchases were as follows:

Foodstuffs	$4,149,836.09
Clothing, hats and dry goods	1,333,758.26
Stationery, janitor and office supplies	1,138,000.04
Oils, burning and lubricating	3,055,650.41
Automobiles, trucks and accessories	1,655,303.64
Machinery and equipment	962,505.23
Lumber and cement	853,241.39
Rock, sand and gravel	1,175,956.98

In connection with this bureau we maintain a stores division wherein is stocked many items in constant use, such as sheetings, blankets, ginghams, clothing, hardware, paints, white lead, linseed oil, stationery and janitor supplies. Through our stores division we transact about $400,000 in supplies annually.

We also have at our disposal the services of the State Testing Laboratory of the Department of Public Works at Sacramento, and the Pure Foods and Drugs Laboratory at Berkeley, for the purpose of checking deliveries to see that the State is receiving merchandise in accordance with specifications and samples.

PAT DAUGHERTY

Prominent among that vast army of public employees, the mainstays of government business, those men little heard of who accomplish each day the routine affairs conscientiously and efficiently stands Pat Daugherty, of the staff of Frank Jordan, Secretary of State.

"Pat" is a native of San Francisco and has been in state service for more than twenty years. An ex-newspaperman, trained in getting at facts, he is one of the best informed men on government business in Sacramento.

During his long service at the Capitol Daugherty has made the acquaintance of thousands of state officials and has always been in close touch with all important affairs. His training and experience has made him one of the most important of news sources for the press, and Pat is well known to all newspaper men covering the progress of California as reflected in its central government.

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DR. GILES PORTER

Education: Graduated from Chicago Homeopathic Medical College in 1900; post graduate course at Rush Medical College; eight months' interneship, West Side Hospital, Chicago.

Experience: Active medical practice for thirteen years in Arkansas; member of State Board of Medical Examiners there from 1909 to 1914; in 1914 entered general practice in Los Angeles; Medical Officers' Reserve Corps, U. S. A., active duty May, 1918, to February 13, 1919—honorable discharge; worked for five years as diagnostician for the Los Angeles City Health Department; December 23, 1924, was made First Assistant Health Officer under Dr. George Parrish and continued in that position until present time.

Member of Los Angeles County Medical Association; The American Medical Association; the American Public Health Association; Secretary of the Southern California Public Health Association.

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